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Virginia Tourist



Virginia Tourist.

BY W. R. BOUTWELL.

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PRESSES OF
THE GATLING PRINTING COMPANY,
NORFOLK, VA.

1892.

❖ Virginia ❖ Tourist. ❖

CONTAINING some of the curious and practical features of Norfolk and Portsmouth, Old Point Comfort, Hampton and Newport News, together with a description of the different points of interest in Hampton Roads and Elizabeth River, *en route* from Old Point Comfort to Norfolk. Old and curious epitaphs from Episcopal church yards, with ages of these venerable buildings: St. Paul's of Norfolk, Trinity of Portsmouth, St. John's of Hampton, and ruins of Jamestown church, illustrated.

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PLANTATION SCENES

Along James River, embracing Upper and Lower Brandon, Westover, Shirley, etc.

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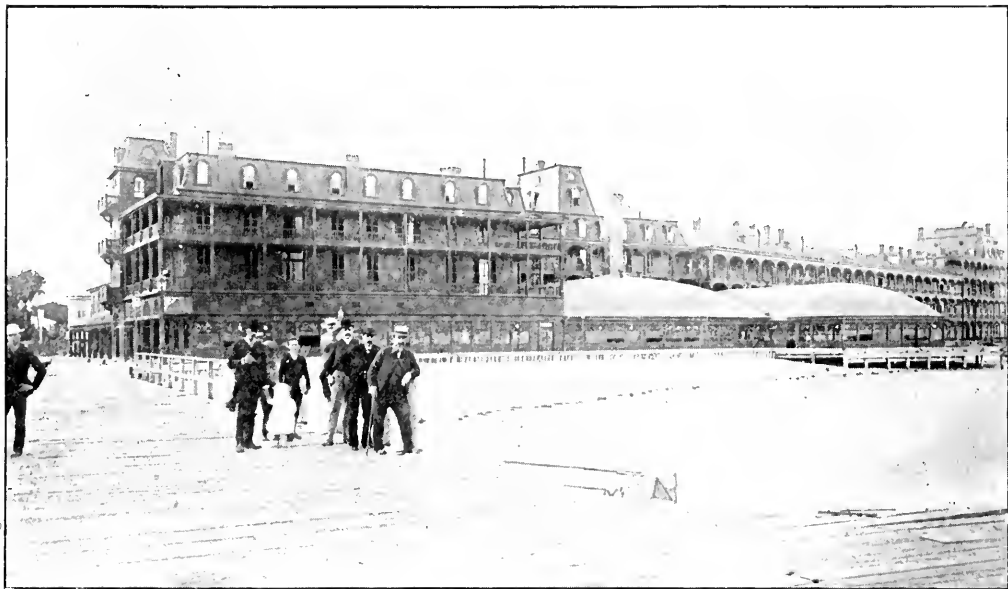
Seven Pines, Malvern Hill, the Crater, etc.

EXTERIOR AND INTERIOR VIEWS

Of all these buildings: Lee and His Friends, a group taken at White Sulphur, in '68; photos from paintings of Col. William Byrd, founder of Richmond, and Evelyn Byrd, his daughter, who died of a broken heart, and Miss Blount, Upper Brandon. Ninety famous Southern Soldiers in miniature, photographs (very good) on card, 7 x 10. The Battle of Trevallions, Heroes of the Valley, Confederate Flags, Amelie Rives and Marion Harland. Also the following

CATALOGUE OF CELEBRITIES:

Hon. John Tyler, ex-President United States, from portrait; Hon. R. M. T. Hunter, Hon. Robert Toombs, Hon. Robert Ould, Hon. John B. Baldwin, Hon. J. L. M. Curry, Hon. Allen T. Caperton, Gen. Robert E. Lee, Gen. Stonewall Jackson, Gen. Joseph E. Johnston, Gen. G. T.



Hygeia Hotel, (F. N. Pike, Manager), Old Point Comfort, Va.

Accommodations, 1,000.

Beauregard, Gen. Jubal Early, Gen. William Mahone, Gen. George W. Randolph, Gen. William Smith, ex-Governor of Virginia, Gen. John S. Preston, Gen. John Echols, Gen. Custis Lee, Gen. R. D. Lilly, Gen. Harry Heth, Gen. D. H. Maury, Gen. B. T. Johnston, Gen. W. H. F. Lee, Rev. Dr. Moses D. Hoge, Hugh Blair Grigsby, Historian; Hon. Gilbert C. Walker, Archbishop Bailey, Bishop Gibbons, ex-Governor Randolph, of New Jersey; Madame Janauscheck, Edward Valentine, Sculptor; George Peabody, Bishop Whittle, ex-Governor Groom, of Maryland; Bishop Wingfield, Patrick Henry, from portrait; Gen. J. Bankhead Magruder, ex-Governor Henry A. Wise, James Barron Hope, Charles Campbell, Historian of Virginia.

Stonewall Jackson's Statue, Jeff. Davis' Mansion, State Capitol, Libby Prison, Castle Thunder—Confederate prison, Washington's Monument, Gen. Lee's Residence, Statue of Henry Clay, Tomb of ex-President Monroe, Drury's Bluff, Belle Isle—prisoners' camp, Birds-eye View of Richmond, Monument to Confederate Dead.

IEWS

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Address, **W. R. BOUTWELL, PUBLISHER,**

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Old Point Comfort.

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TENS THOUSANDS are yearly attracted here, and it is but natural that they should be desirous of learning all they can about the place they are visiting.

Many persons are averse to asking questions, and others object decidedly to being bored by them. It follows then that the best thing for a stranger to do is to procure reliable information by paying for it and start out on his own hook. Independence is a great virtue, and it should be cultivated. It will be the aim of the writer to give in a concise yet comprehensive manner particulars concerning the curious and practical features of the places herein named. As my little book will embody both of these features, and as the writer well knows that while the masenline will devour both the curious and practical, there are many of the fair sex who will care for only the curious, and in order to save those who do not care for the practical the trouble of reading it, I have separated them as much as is consistent with the sense of the book. Norfolk curious is treated separately from Norfolk practical, and the same with Newport News



GATLING PTG. CO. NORFOLK

SURF BATHING.



and Hampton. But on our trip from Old Point Comfort to Norfolk both are embraced, because it would be obviously difficult to separate them. The lover of the curious may stop at the oyster beds and Lambert's Point Coaling Station, but even these should be of interest to all.

The writer has a practical knowledge of the places of which he is writing, and is prepared to take the visitor over the ground and explain the different attractions without perplexing him.

I have first considered Old Point Comfort, because it is here the visitor is likely to stop first.

He has heard of the salubrious climate, the wonderful restorations to health, the unsurpassed sea bathing, the famed Hygeia with its most excellent management, fish, oysters and soft-shell crabs and other delicacies of the bay, over and over again. Thousands, by their patronage of this place, attest to the correctness of this, and a simple allusion to the matter is all that is necessary. Mr. Harrison Phœbus, former proprietor of the Hygeia, won for it a national reputation, which is being admirably sustained by the present management, and it is at this time one of the most popular and fashionable resorts on the coast. The building is most comfortably furnished, and as for the inner man the most capricious and exacting can be pleased.

Seated in its spacious dining-room, looking out upon Hampton Roads, with a cool breeze refreshing us, our surroundings scrupulously clean, we are induced

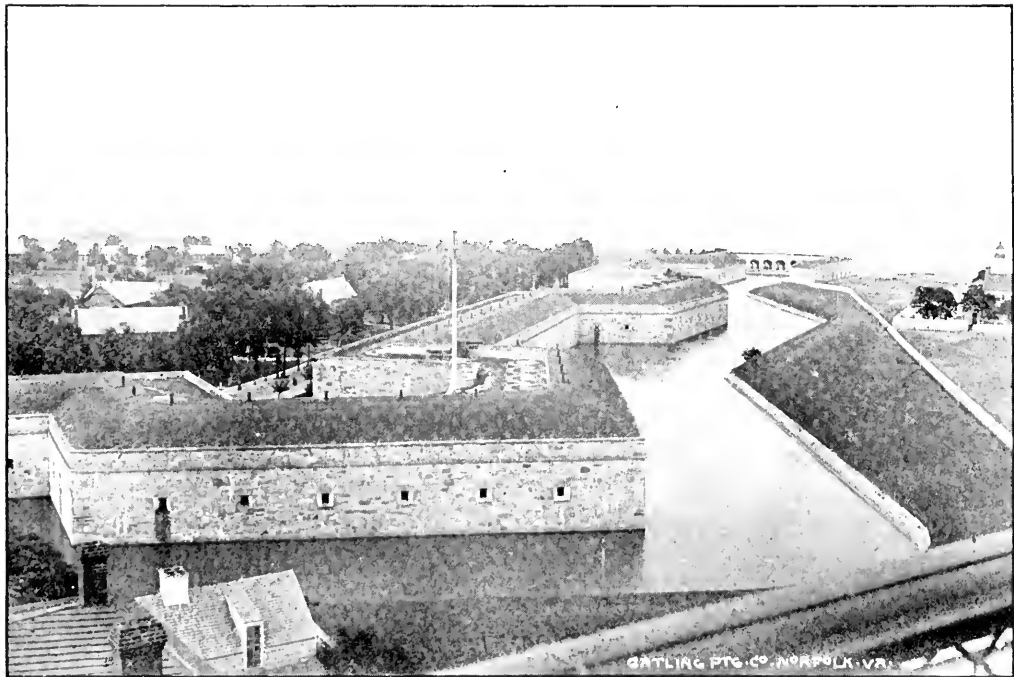
to eat anyhow, and but for a necessary observance of certain rules of etiquette, might even clean the platter.

Those who wish the convenience of Turkish, Electric, Sulphur and other baths can be accommodated with the most improved facilities.

There is much of interest to be seen in the surrounding country. A drive 'round will be one of the most delightful occasions of your visit. The hire of carriages is reasonable, charging from \$1.00 to \$1.50 per hour, and they are in the care of most experienced and reliable drivers. Tickets are procured at the office, but before having our drive we may take in some of the features of Old Point, which we can as well do on foot, reserving the drive for Hampton, Soldiers' Home, Normal School and other places of interest.

OUTSIDE THE FORT.

LEAVING the hotel and passing to our left, the gun yard, with its one hundred thousand shot and shell for rifle and smooth bore guns, we continue straight on, passing several comfortable-looking houses on our right. These have recently been constructed, are for the officers of the fort, and have greatly improved this part of the point. Just in rear of these houses are the torpedo casemates; a large, turf-grown embankment gives you the clue to them. It is difficult to learn all the particulars concerning this work, but that it is designed for the defense of this harbor is apparent, and here, under the



BIRD'S-EYE VIEW OF PART OF FORTRESS MONROE.

cover of this large sand pile, the torpedoes will be launched and the manœuvres conducted by three separate wires which pass out to the west end of the point through a subterranean channel. The torpedoes will probably traverse one of these wires, while another will be used for raising and lowering, and the third for the discharge of them. It is supposed that they will connect at Willoughby's Spit, a point directly opposite to Fort Monroe, but it must for the present be a matter of conjecture, as those who are familiar with the plans are very reticent concerning them. These torpedo casemates are built of sand taken from immediately in front of the Hygeia, and this, together with quite as much more, without causing any perceptible loss to the beach. It was at first slightly noticeable, but a few days' time restored the beach to its original condition. Other work, with a similar object in view, is going on outside of and at the north end of the fort. A battery for disappearing guns is being built, and it is understood that three such guns will be placed here, and perhaps by the time the visitor comes he will have an opportunity of seeing one of the most modern forms of harbor defense. Just north of this battery, following a line of the beach, you will notice a sand hill, overgrown with trees and brush. This is the cemetery, and is used alike for soldiers and civilians. Visitors frequently stroll up the beach as far as this, but there is nothing of special interest to be seen, and we may as well retrace our steps, following the shore until we come to the Hygeia.

The stone jetties that you see extending out into the water are a piece of engineering for the purpose of preventing further encroachment by the water on the beach. And here it is appropriate to note that the sea on the eastern side encroaches slightly on the beach, while on the other the land is gaining most rapidly on the water, the beach having within the last fifteen years made out nearly two hundred feet, and where the gun yard which you have already seen now stands, once stood water. This fact is vouched for by many who are living.

A narrow outer reef traverses the eastern side, while on the western it drops off most abruptly. A person standing at low tide at edge of the water can, by taking four or five steps, find himself in a depth of ten or twelve feet. So rapidly is this western side making out that with the protection of the eastern and the already naturally formed land, Uncle Sam will soon have a reservation large enough for another fortification.

Within a stone's throw of this side of the peninsula is where the boats of the Maryland and Virginia pilots anchor. These boats are by their rig familiar to those who have an insight into nautical affairs, but for the benefit of the uninitiated I will say they have two masts. The name appears in head of foresail, and a large number in the mainsail, which serves to distinguish them at a distance, designate the character of these vessels.

In their general rig they resemble very much the yacht, and indeed these vessels are built with a view to fast sailing, being constructed on such principles

as to get a satisfactory combination of speed and sea-going qualities. No. 3 of these boats is owned by the Maryland Association of Pilots, is twenty-six years old, and notwithstanding her long service is still in excellent condition, and can stand any amount of buffeting by old Neptune. The others, Nos. 2 and 6, the William Starkey and Wm. A. Graves, belong to the Virginia Association, and have both been well tested as to their sea-going qualities. The Starkey was formerly a Boston pilot boat and is now more than thirty-five years old. The Graves is ten years old, was built by a popular ship builder of Norfolk, after whom she is named. She has a "clean pair of heels," and in a fretting Nor'wester can shake the plume of defiance at most any vessel that stretches canvas. Besides these sail-vessels, each association has a steam pilot boat, the "Pilot" of Baltimore and "Relief" of Norfolk. These steamers are thoroughly adapted to the business for which they are used and are a valuable addition to commerce. Both have powerful machinery and are available for a moderate compensation to render assistance to such ships as may be in distress. As an acknowledgment of their usefulness, and notwithstanding the big risk they run, the insurance company generously grants them a special rate of insurance, for by their presence off the Capes accidents, which might otherwise be of a serious nature, are considerably mitigated, thereby saving to the insurance companies and ship-owners many dollars.

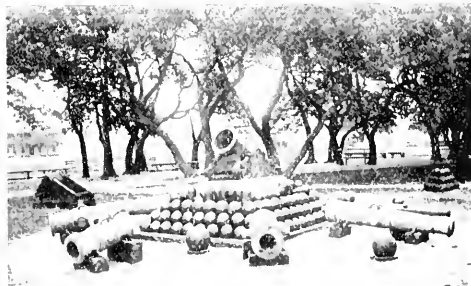
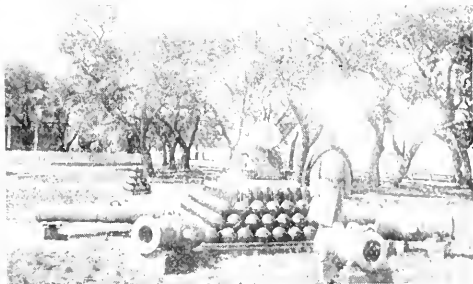
The sail boats have communication with them each day, carrying out pro-

visions, mail, etc., and keep up the complement of pilots at the Capes. They can be seen sailing to and fro each day, and hundreds of Congressmen, State officers, and others have had delightful sails in them, and invariably leave impressed most favorably by the important nature of the service.

The visitor may also notice a small steamer flying a yellow flag. This is the quarantine steamer, for the protection of such ports in Virginia as have no local quarantine stations. This branch of the service is under the supervision of Surgeon-General Hamilton at Washington, and has been in effect about eight years. The doctor on this boat is required to speak all vessels that may be suspicious in appearance, and inspect such as have yellow fever or any contagious disease on board.

An electric railway has recently been finished between Old Point and the western suburbs of Hampton, a distance of four miles, and any one who may be limited in funds can for five cents ride the entire length of the line and see for little or nothing the various attractions in the vicinity of Hampton. This company carries you over its route in a safe and speedy manner, and deserves the patronage of those who wish to avail themselves of this means of carriage.

Besides the other attractions outside of the fort already named, there are government buildings, an arsenal, ordnance departments, etc.; but, as there is nothing in them differing from others of a similar character, I will give no description of them.



CHAPEL, TROPHY PARK, ETC., FORT MONROE.

Boating, fishing, bathing, crabbing, etc., are among the attractions of this place, and many ladies in handsome attire may be seen catching the crustaceans of the deep, regarding it as a source of diversion and no little fun. These monsters frequently escape from their confinement in boxes or baskets, for a little while causing consternation among the fair sex, and skirts were never more readily nor higher gathered to escape that dread terror (a mouse) of the female sex, than they are on account of this slow, paddling, helpless crab.

Those who have money to throw away can extract much amusement from the dozen or more negro boys who hang about waiting for a scrambling match consequent upon the tossing up of a few pennies. And although these pennies in their downward course bury themselves inches in the loose sand, there is seldom one lost, the avaricious owners of the long, black, bony fingers plying them in an active and determined manner, until the last coin is extracted from its hiding place, the fortunate pickaninny holding it up, but tightly clenched within his fist, with a look of exultation. Then all are again on the alert. The change which takes place in the attitude of these boys after the last piece is found is indeed like magic. From stooping, digging, scrambling and scratching, they are suddenly converted into ebony statues of an upright posture, with an air of greedy expectancy which would look well on canvas.

These little fellows search the beach for moonstones and other specimens. They have sharp, restless eyes, and find the pick of the beach, and are always

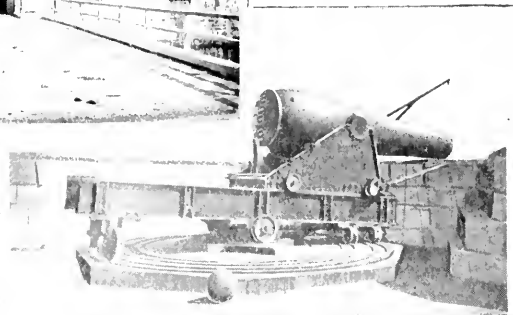
ready to barter their finds for reasonable prices. Amethysts, of no commercial value, but desirable as souvenirs, are occasionally found. These boys will, in all probability, one day be engaged in sailing some of the many "cunus" (canoes) in which the visitors have their fishing frolics.

Looking out on Hampton Roads we are filled with keenest interest and admiration for the various sights which meet our gaze in every direction. Yachts, merchant vessels and men-o'-war (the White Squadron frequently being seen here), boat drills, target practice, sham attacks on the fort are all seen.

It is here that the navies of the world will rendezvous in '93, and it is safe to predict that both of the immense hotels, and the Sherwood, with their combined capacity for nearly three thousand guests, will be inadequate to the occasion. Hampton Roads never before nor since the great naval battle has been the centre of such keen interest as will be manifested on that great occasion.

This is indeed a tribute to the harbor of Hampton Roads. But she merits every whit of it. She can and will give security to all that will then come, and afford them scope enough for their manœuvres.

The summer breezes prevail from the southwest during the night, sometimes dying out by ten o'clock in the morning, but frequently lasting until noon; then follows, as a rule, a calm or perhaps gentle zephyrs, which usually give place in the afternoon, from three to five o'clock, to a steady breeze from the southeast. This breeze comes to us fresh from the bosom of the Atlantic, and



SCENES—OLD POINT COMFORT.

is eagerly looked for by those who are familiar with the weather of this place, and by some is called "the doctor," on account of the consolation and cheer which it brings with it. The approach of "the doctor" is noticeable sometimes half an hour before its arrival, and is recognized by a long dark streak on the water in the direction of the lighthouses at Cape Henry. This breeze gradually veers to the westward during the night, its movement being steady and unnoticed by the unobservant, until, in the morning, it is blowing directly out of Hampton Roads. The calm that follows need not discourage you, for the chances are there will be a change for the better in a few hours; during the interim you may keep within doors, where it seldom gets so warm as to be oppressive.

The above description of the sea and land breezes is consistent with seasonable weather, but Old Point is visited by gales as well as gentle refreshing breezes, and the writer offers this explanation so as not to incur the censure of those whose fate it may be to have just the reverse.

There is something peculiarly healthful in the climate of this place, and while I will not attempt to explain the sanitary conditions in full, I will advance one theory which may or may not be the life of it. Old Point is a sandy peninsula, and this fact, together with surrounding favorable features, may explain all. There are no marshes, no pools of stagnant water, no imperfect system of sewerage to contend with. The garrison keeps the place scrupulously clean, and one enjoys more than comparative immunity from the attacks of different diseases.

Merchant vessels of all nations anchor in front of the hotels and await orders. Vessels with their thousands of tons of sugar, some with coffee and others with guano from west coast of South America (a distance of twelve thousand miles) call here and look for a favorable market for their cargoes, their owners or agents holding back for such a time before selling. Large light steamers call, pending negotiations for the transportation of some cargo, and in many instances they do not have to look further than the busy ports of Virginia, Norfolk being chief among them.

INSIDE THE FORT.

NOW having seen most that is of interest outside of the fort, we may stroll in and enjoy ourselves for an hour or two by inspecting some old relics of '76 and other things of interest. Entering the fort at the postern gate, we must follow the walkway which leads to the right, passing, not far from the entrance, the casemate in which Jefferson Davis was confined. Following this row of casemates we come to one of the gravel slopes, at the top of which is a flag-pole from which float the Stars and Stripes. Just here, around an angle in an obscure recess, is the officers' club. Now crossing over to the opposite side we follow that for a short distance and soon find ourselves with a full view of the barracks and parade ground. Here are seen soldiers in their various drills; "the bugle

calls to arms," but it is a peaceful blast and hundreds are looking on in admiration. Fun-loving lawn tennis teams, made up largely by ladies of the fort, attract us, their flushed faces and flashing eyes being a dangerous charm for the male stoic.

Under the ancient oaks to the right may be seen a glass inclosure, which looks much like a small conservatory, but an object of far different interest is herein sheltered from the action of the elements. A cannon of most ancient appearance, with evidences of dry rot about its wooden parts, and a card pendent from its nozzle with this explanation: "Surrendered by the British at the capitulation of Saratoga, October 17th, 1777."

Close by are other relics of '76—four cannon and five siege mortars, some of the latter very old, one bearing the date of 1727, and all of composition metal. Surrounded by these is a large fifteen-inch mortar, which is also a relic of '76.

Much target practice goes on during the summer, and many station themselves in such a position as to be able to watch the process of loading, firing and the effects. The large fifteen-inch shell may, by keen eyes, if in rear of gun, be watched as they speed on, striking near the target and by their explosion sending clouds of spray one hundred feet in the air, resembling immense geysers, or perhaps recocheting, bounding, splashing, leaping from wave to wave until spent they sink to the bottom of the bay, where they find a bed for ages to come. These big smooth-bore guns make a deafening noise, accompanied by a shock

which shakes every house on the Point. They are situated just at the north end of water battery and weigh about fifty thousand pounds each. From this position we have a delightful view of Hampton Roads and Chesapeake Bay, and all seem to know that this is a good point for observing, and pause for a look around; but our observations are not complete until we have walked around the ramparts, after which we should make our egress, thoroughly satisfied with our walk, taking in on our return the museum, in which may be seen some things of interest.

There are about eight magazines inside this fort, each angle of the casemates being one, and about two thousand pounds of powder stored in each. Although in winter, when so much is not needed, the supply may be much less. Sober, reliable men are selected for entering these magazines, and while in there must wear slippers or shoes of some soft material, such as cotton-duck, buckskin or rubber. Gravel, dirt, etc., are carefully excluded. There are, including officers and soldiers, nearly four hundred in this fort; about forty of that number are officers.

Those who are fond of sailing can be accommodated by one of the many small craft anchored in front of the hotel. They are manned by expert boatmen and you will be quite safe with them, but I counsel all to "keep a weather eye open" anyhow. A sail over to the Rip Raps, which is about three-quarters of a mile from Old Point, will be quite interesting, and while there is nothing of special note, it is just the place for a party that is bent on fun and frolic and who want the whole world to themselves.



GATLING PIG CO NORFOLK VA.

THE PHEBUS MANSION, NEAR OLD POINT COMFORT, VA.

Following is a description of this fort, together with other features of interest on our route to Norfolk.

UP THE ELIZABETH.

THE writer presumes that all who possibly can, are desirous of visiting this, the greatest city of Virginia. The facilities for reaching Norfolk are excellent. Visitors can leave Old Point on either the Baltimore or Washington line about seven A. M., but even one's zeal to see and learn will not always induce them to rise so early. Therefore I advise you to take the nine o'clock boat, which seldom changes her schedule, being run so as to accommodate the larger number who find it more convenient to leave at that hour. One of the steamers of the Old Dominion line makes this trip, the "Luray" being generally on the route, and occupies about fifty minutes between points. There are from five to six trips made each way daily by the different lines, and no inconvenience will be experienced by those who have any reasonable amount of time at their disposal.

Taking our departure from Old Point, we will notice to our left and about three-quarters of a mile distant, a small island (already alluded to), which the visitor will at once recognize as a fortification of some kind. Fort Wool, or, as it is more commonly called, the Rip Raps, is an artificial island, whose foundation is laid in about twelve feet of water. On the south side there is a channel of

thirteen feet (high water), while the north side drops off abruptly to seventy-five feet. This fort is built entirely of granite brought here many years ago from Maine. A visit to it will remind one of a stone quarry. The government, when they first began building this fort, probably thought they were going to have a second Gibraltar, but its stone walls cannot resist the ordnance of modern make, and it is probable that the flying fragments resulting therefrom would be the cause of as much havoc as the explosion of one of the big shells. But who can say that the government will not, at some time in the near future, make this place, worthless as it now stands, almost impregnable? Men-o'-war have, at the cost of millions, their steel sides, and why not an experiment of a similar nature here? The portions to be protected would not require more than enough armor for two ships. The work would be simple and almost indestructible, and could not, like a ship in sinking, carry hundreds of souls down with it.

There is a gradual settling of this place, amounting to a few inches since built, but the writer is of the opinion that it has about reached its stopping point, and is now in condition for its second and final weight of armament. It is not garrisoned, nor has it in any way ever paid for itself. It was used during the war as a prison, and the Northern army had one eight-inch cannon with which they sought to harass the Confederate battery stationed at Sewel's Point, but, as the Confederates could not be correctly located, the idea of dislodging them by this plan was soon given up.

Visitors to this island can, by drawing slightly on their imagination, easily feel much like Robinson Crusoe on his lonely island, and if, as Milton says,

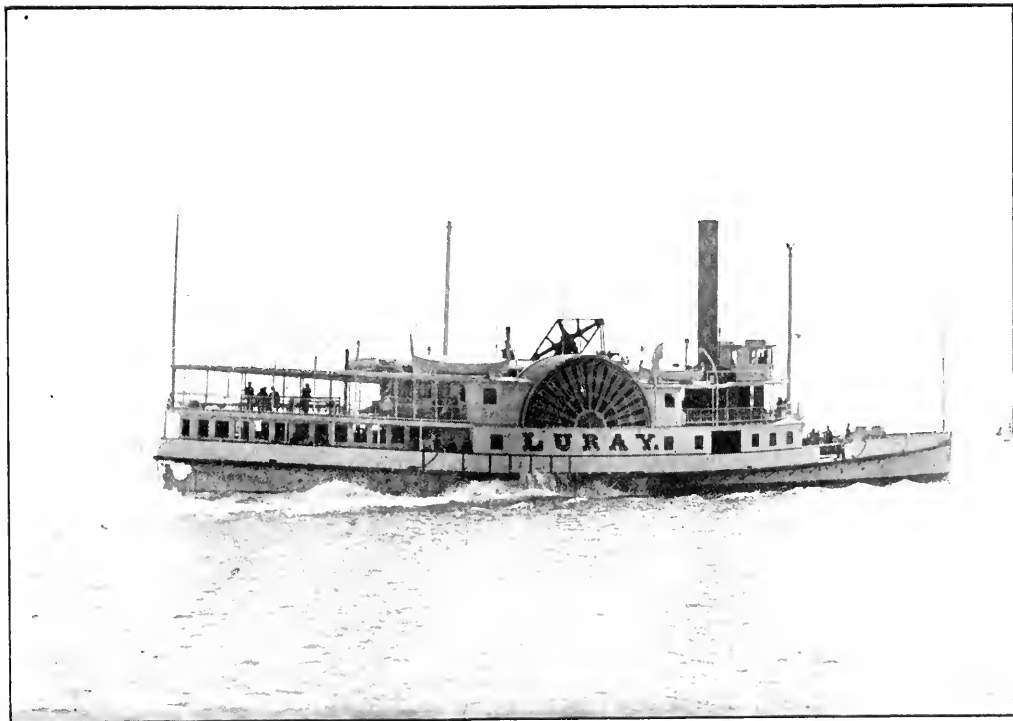
“Solitude is sometimes best society,”

we can, if so disposed, have it here to our entire satisfaction, for on this island there is but one human being, and that a watchman, who receives from the government nine hundred dollars per year for his services. But just what those services comprise it is difficult to imagine, as there are no guns to care for, nor any movables to attract poachers. But, at any rate, “the laborer is worthy of his hire.” He obeys instructions, sticks to his post, and by his extreme isolation earns all he gets from Uncle Sam. I have alluded to the lonely feeling which impresses one here, and if in the open air you fail to feel the force of this you may, if you ever visit this place, take a peep into some of its dark recesses, casemates and magazines, but more closely resembling dungeons, safe places for troublesome prisoners. South of this fort, and within a few yards of it, is first class fishing ground, and many fine specimens of that great Virginia delicacy (the hog fish) are caught there. But that which is choice fishing ground to-day may be just the reverse to-morrow. The funny tribe evidently seems to know “how the wind blows,” and their haunt of to-day may another time be the resort only of impatient and disappointed fisherman who get “nary” a bite from a good “un” but many worrying nibbles from saucy minnows, that are game enough to bite but

can't or won't catch on. This condition of affairs is worrying, the frolic is all at the other end of the line, and the best thing to do after a fair trial of one place is to look for another, where with tolerable luck you may have such a catch as to be able, upon your return, to give your bantering friends something more than mere bones and scales to eat.

But we are now approaching two black buoys on our port (left) bow and about one mile and a quarter from Rip Raps. For the benefit of the uninitiated I will explain these and other beacons. The bell buoy is placed there as a night and foggy weather signal to those who are navigating Hampton Roads. The other is also a beacon, but is useful principally during fair weather. The bell or skeleton buoy is rung by the action of the tide and waves. An iron ball resting on a plane with shallow grooves radiating from its centre rolls from side to side, thus keeping up its continual warning; the force and frequency of its alarms increasing or diminishing in proportion to the strength of the tide and waves. Now if the atmosphere is clear we may look abruptly to our right and see outlined against the sky a large building with the letters C. & O. Ry. on its side. This is the big elevator at Newport News, and the letters you see are forty-eight feet in diameter. The O is large enough to encircle an ordinary dwelling. This building is four and a quarter miles from us.

To our left we see Sewel's Point. It was here, right over the sand embankment, the Confederates had a battery stationed during the war. A hotel once



STEAMER LURAY OF OLD DOMINION LINE.
Runs between Hampton, Old Point and Norfolk.

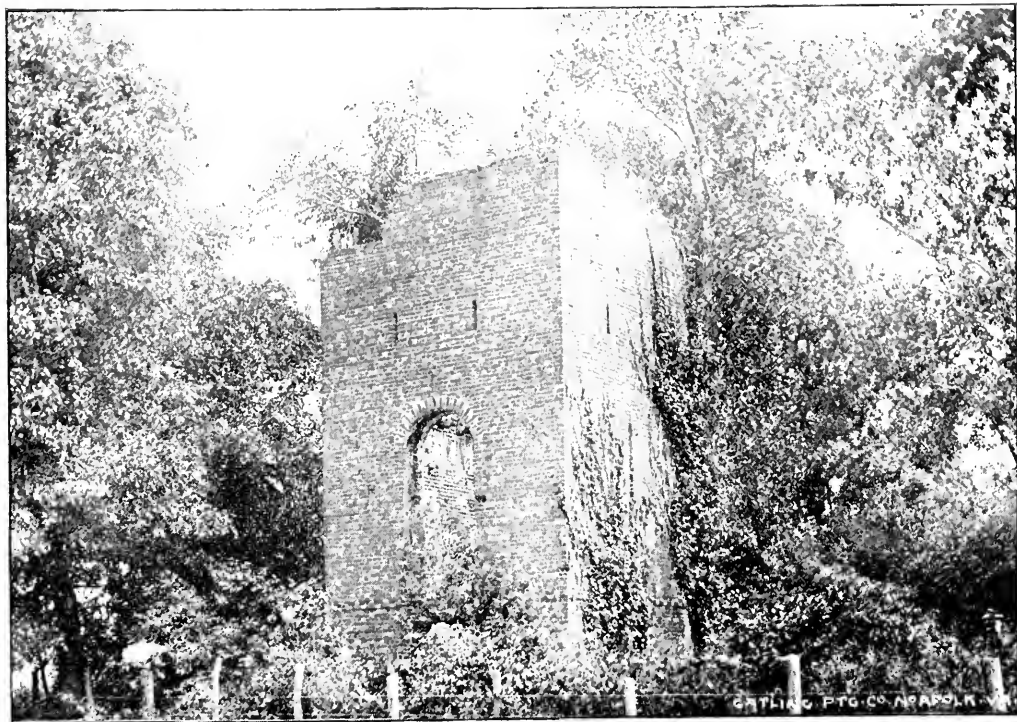
flourished and excursion parties from Norfolk and Portsmouth frequented it, but a fire, supposed to be of incendiary origin, destroyed it thirteen years ago, and the point has since been of no consequence. Steamers stopped occasionally for freight in the trucking season, but even the wharf, which was used for that purpose, is gone, having been swept away by a gale.

Just before getting to Sewel's Point a small neck of land is noticeable protruding from the main land and pointing in the direction of the Rip Raps. This is Willoughby's Spit, a peninsula somewhat in the form of a crescent. Part of this place has been selected by the Government for the purpose of erecting coast defenses, torpedo stations, etc., and some Norfolk capitalists realizing the future importance of it, have secured many acres, which they divided into building lots, their intention being to make of it a summer resort, where one can have a cottage in a locality almost surrounded by water. Here we have a full view of Hampton Roads and are very near Ocean View, one of Norfolk's popular resorts. Over two hundred lots have been sold (\$100 to \$500 each) and about sixty purchasers purpose building this summer. As soon as the Government begins its improvements, the great N. & W. R. R. will extend its track to that place, and it will undoubtedly prove a success. These lots are sold on easy terms, further particulars of which may be had of Smith & Pamill, 96 Main Street, Norfolk, Virginia.

From Sewel's Point there is nothing to claim our attention until we come to Bush Bluff lightship, an extremely odd-looking vessel, evidently staunch enough

to resist the most vicious attacks of wind and waves. This is another convenience for those who are navigating the river. The large bell which you see is rung during foggy weather while waiting to get up steam, when the well-polished brass whistle is then used for giving forth its warning sounds. The noise of this whistle sounds not unlike the deep baying of a hound in the distance, when on the trail of a fox. These blasts are heard for miles and the ship actually vibrates from them. The large skeleton balls at her mastheads are day marks and designate the character of the vessel, and lanterns, one at each end, are run up between the masts and uprights for a guide at night. She has a crew of ten men.

Now we are passing between oyster beds, some natural and others artificial. Those we see near the channel are natural. The cultivated beds are further in shore, and marked by stakes. On either hand we will notice many canoes with about two occupants each. They are on beds common to all, and get for their choice oysters \$1.25 per bushel, the smaller ones selling for as little as thirty to forty cents per bushel. These men are engaged in their business about eight months out of the year, the law prohibiting them from being taken up except in limited quantities during summer, when it is the oyster's spawning time. There is a general saying that oysters are not fit to be eaten in any month that has not an "R" in it. It follows from this that they are really palatable eight months of the twelve. That seems to be, indeed, a long season, but many lovers of the oyster enjoy them the year round. Inshore of these natural beds are others that



RUINS OF OLD JAMESTOWN CHURCH, ERECTED ABOUT 1614.

are private property, and here and there dotting the water are small houses, in which the watchmen live, who receive about thirty dollars per month for their services. They are provided with repeating rifles of the most improved make, and will not hesitate to open fire on those who may attempt poaching. The State receives twenty-five cents a year for the right to each acre of such beds. The oyster industry of Virginia is immense, and the cultivation of them serves to replenish the rapidly disappearing oyster of the natural beds.

To the right we see an island on which are several buildings, some red and others yellow. This is Craney Island, is a government reservation and used for the storage of powder.

On either side of us are beautiful farms, on which are raised vegetables and fruits of nearly every description. Many varieties of the delicious strawberry are grown in immense quantities, and the farmers, on account of their proximity to Norfolk, and its unsurpassed transportation facilities, are among the most prosperous in the country.

. LAMBERT'S POINT.

BUT nothing will so delight the capitalist and man of practical ideas as the sight which now opens up before him. Involuntarily his thoughts are diverted from the curious and historical to the immense piers which he sees to his left. This is the terminus of the Norfolk and Western Railroad, with its

great coaling station. The first pier is used for the shipment of coal, and is five-eighths of a mile long, and one of the finest structures of its kind in the world. It will accommodate six large ships at one time. It was built six years ago, and its success was assured from the start. But the increasing demands for this steam coal necessitated the building of another, which is even finer than the first. Owing to an unprecedented shipment of grain during the past winter, this pier was used to a great extent for loading ships with this cargo, while the third and upper one has groaned under its loads of general merchandise. All of which are evidences not in the least visionary of the vast importance of Norfolk as a shipping centre.

Lambert's Point exported in 1891 to foreign and domestic ports, 1,407,588 tons of coal, which was an increase over the preceding year of more than a quarter of a million tons, and aggregated \$4,574,661.00 in value. This coal is mined in Taswell County, in the western part of Virginia, is brought nearly four hundred miles and sold for the extremely reasonable price of \$3.25 per ton, English measurement. It is from the famous Pocahontas mines, and unsurpassed by any steam coal in the world. The mines are owned and operated by American and English capitalists, and the Lambert's Point division is under the superintendence of Col. Wm. Lamb, who is one of Norfolk's most popular and useful citizens. Steamships of all nations, from ports south of us call here on their way across the Atlantic for this coal, and the writer knows it has a world-wide reputation and

gives unbounded satisfaction. Colonel Lamb has succeeded in building up for this place an immense and healthy trade. Steamships, barges, schooners and vessels of every description are seen anchored off the pier, awaiting their turn to load, and frequently so many as to require skillful navigation in avoiding them.

Other improvements, including docks for merchandise and an elevator for grain, will soon be built. The land between Lambert's Point and Norfolk has been bought up by various capitalists (many English) at an average price of \$1,000 per acre, has been neatly laid off in squares and divided into lots. Most of this vicinity is perfectly level, and admirably adapted for building on without the expense of grading, filling up, etc.

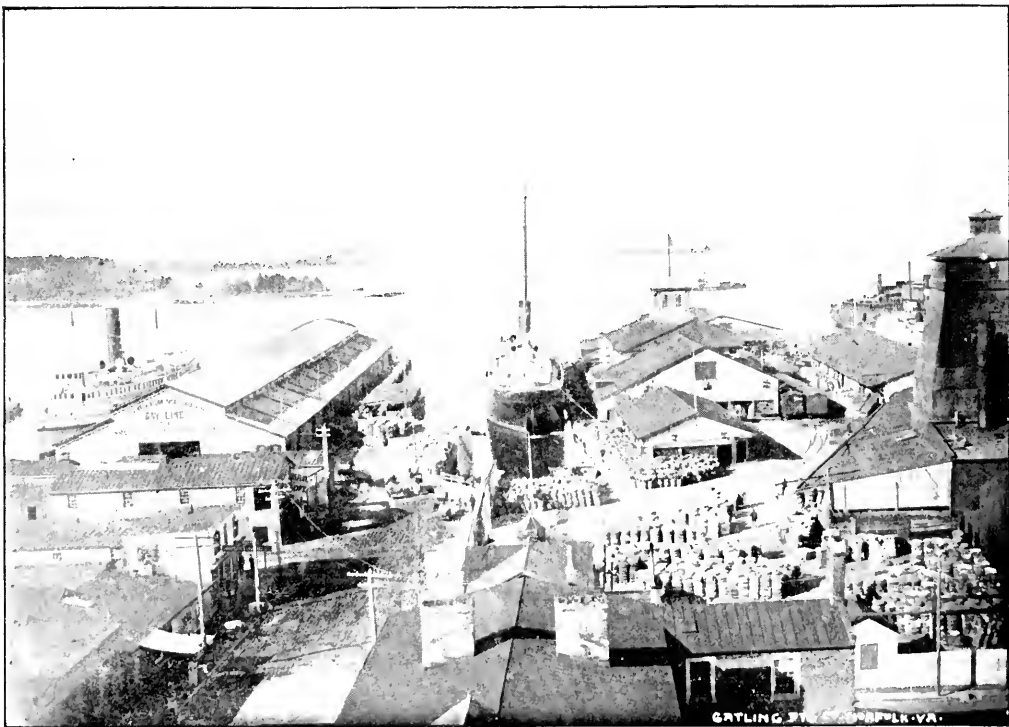
Directly opposite to these piers and within a stone's throw of our route, lie the bones of the Confederate gun boat "Virginia." History is replete with descriptions of the career of this famous craft, and all will be pleased to know they have seen the exact spot where she was set fire to and blown up. The magazine exploded with such force as to shake Norfolk to its very centre.

Opposite to Lambert's Point and situated at the mouth of a beautiful stream is the Atlantic and Danville Railroad; then to our right, one and a half miles distant, more piers and the terminus of the Norfolk and Carolina Railroad. Both of these roads are growing in importance, and the N. & C. already has a business of considerable magnitude. A little further on to our left is Fort Norfolk. It is not garrisoned, nor is it put to much use. Some years ago it was used as a maga-

zine, but the people of Norfolk petitioned for its removal to Craney Island, which place is now used for that purpose, and the citizens of Norfolk breathe more free. The night of the day Virginia seceded, Ex-Governor Henry A. Wise, who was in Richmond at that time, sent a dispatch to William H. Parker, Chief Slave Inspector of Norfolk, to seize the powder of this magazine and proceed to Richmond. This was intrusted to Capt. William H. Face, a citizen of Norfolk and a gallant fire laddie of that day, and the scheme successfully carried out. Approaching the keeper's house and knocking at the door they were met by the keeper, who, refusing to deliver up the keys, was put under arrest, the magazine entered, as much of the powder as wanted placed on board of a barge, and before morning dawned the expedition was well on its way up James River, out of the reach of a vessel which was dispatched from Washington to prevent just such an occurrence.

To our left and not more than half a mile is the Naval Hospital, a large white building, with its beautiful grove of pines for a back-ground, and in summer, when you are most likely to see it, you will not hesitate to pronounce it beautiful. Few harbors have right at their entrance such an attraction as this, and the water front, the docks, etc., of Norfolk compare most favorably with some of the greatest ports in the United States.

Now we will land in Norfolk, inspecting first some of its curious features, after which the practical may follow me in other matters. He is probably thinking of dollars and cents, and we will presently gratify him.



NORFOLK HARBOR, FROM ATLANTIC HOTEL.



Norfolk.

CURIOUS.

NORFOLK and environs are rich in historical interest, yet there is not much for the lover of the curious and antique to see. The ravages of fire and wars having destroyed most of the old buildings and other relics of historical interest. New buildings, beautiful architectural specimens, have been constructed, many enterprises set on foot, until now she is rising like that fabled bird from her own ashes and rapidly assuming the garb and dignity of a most modern city.

Upon our arrival in Norfolk we may enter one of the carriages that are ever on hand and proceed on our tour of inspection, passing almost immediately at the wharf an insignificant-looking building with a large advertisement of Pocahontas coal occupying a conspicuous position on one of its sides. The advertisement is most appropriate, and the picture is familiar to all. The heroine, Pocahontas,

throws herself between the prisoner, John Smith, and the uplifted club and intercedes with her father for his life. Powhatan, stern, crafty chieftain, yields to his daughter's entreaties and bids the prisoner go in safety. As we look at the rough, time-worn building of this busy firm, we can scarcely realize that in 1891 they shipped 1,407,000 tons of this excellent steam coal. But so well established is this firm that outside show or demonstration of any kind is not required.

We are now approaching St. Paul's Church. Here at least is one relic worthy of interest, one place which has stood through all the varying fortunes of this seaport town, and when we reflect that it is the only building left standing after the firing of Norfolk by the English, we naturally associate the circumstance with that divine prophecy, "My house shall stand forever;" and it has stood since 1739, being now over one hundred and fifty years old. This building is situated on Church Street, not far from Main, and as we approach it from this direction and notice the ivy-covered walls, its picturesque appearance in general, we are involuntarily attracted by a clear place in the ivy on the south wing and protruding from the wall a cannon ball, which is a relic of '76.

Many old monuments are seen within the grounds. Immediately at the entrance and to our right is a slab to the memory of

"Elizabeth, wife to the Honorable Nathaniel Bacon,
who departed this life the second day of November,
one thousand, six hundred and ninety one."

This slab is next to the oldest in there, and the name will be recognized as one of historic fame. Just to the right of the entrance to the church is an unattractive stone, sacred to the memory of Sarah Singleton, with the following lines:

“The cyprus and yew trees have gloom,
And the willow trees have sadness express,
But Jesus arose from the tomb,
And enlightens the painful egress.”

Not very old or curious, but so expressive of a Christian resignation.

On the south end of the church, fastened to the wall, is an old and curious slab:

Heere lieth the body of Wm. Harris
who departed this life 8th day of Mch, 168 $\frac{7}{8}$.

Attached is a metal plate, which explains that “this slab was brought from Weyanoke on James river, and was found amid the ruins of an old colonial church.” This is a curiosity on account of the date, or rather the manner in which it is given. This was about the time a change was made in the calendar, and 168 $\frac{7}{8}$ may have meant 1688 under one system and 1687 under the other. There are other theories, and those who read this are at liberty to explain the matter if they can.

Then about twelve feet to the right of this another:

“Heere lyeth the body of Dorothy Farrell,
Who decessed the 18th of Jan. 1673.”

This is the oldest slab we find in here, being two hundred and nineteen years old and with letters that are still plainly legible. Near the chapel this one :

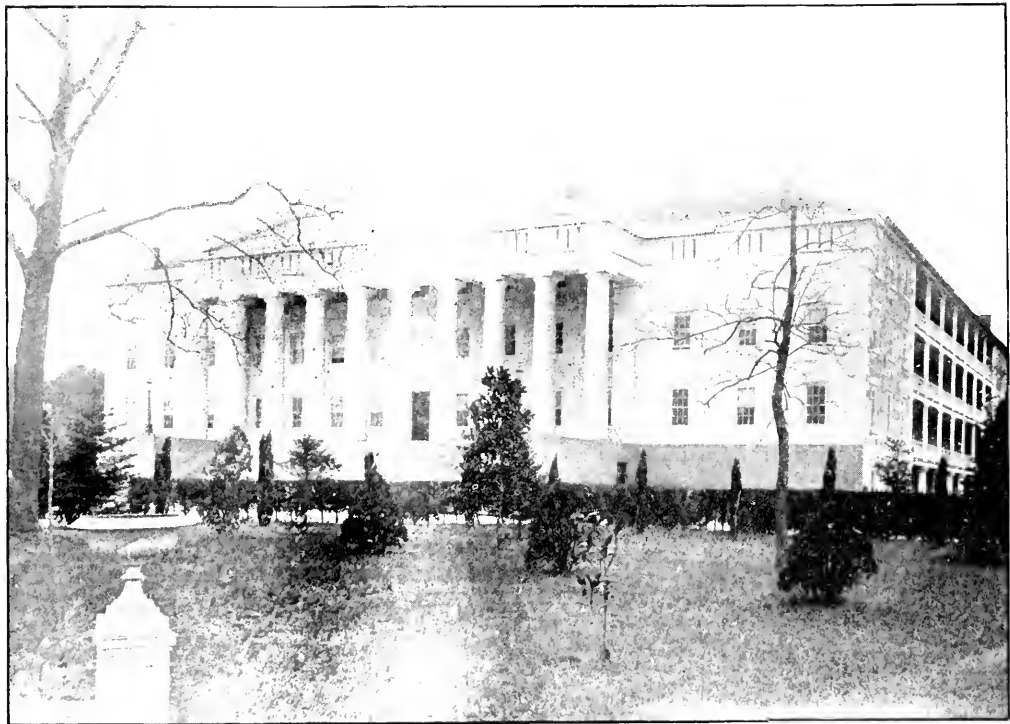
“To the memory of Thomas Ritchie late shipmaster, born in
Ayreshire Scotland aged 30, died in the year 1784.”

Attached to west wall of inclosure, and to John Smith, this :

For great departed worth with pious care
Lamenting friends an early tomb prepare
To virtue sacred :—In each sorrowing breast
With lasting colors memory paints the rest.

To the left of this, in southwest corner, a monument to Josiah Hodges, Jr., born November 12th, 1774; died May 10th, 1799, and these affectionate lines :

“Here rests a youth whose breast while life was there
Glowed with fraternal love and filial care
A sun bright ray from truth’s clear mirror thrown
On his young head with faith and honor shone
Whilst honest worth on modest merits plan
Marked the few years that ripened him to man
The peaceful virtues loved with him to roam
In his fond heart each duty found a home
And when oppressive death chilled his warm breath
And said depart, Fraternal love went last



NAVAL HOSPITAL, PORTSMOUTH, VA.

In vain gay comfort lends her light of peace
In vain she bids the streaming sorrows cease
The day revolves but with each day appears
A brother's, sister's, and a mother's tears
While the sad father views this stone and cries
When such friends part 'tis the survivor dies."

A youth to fortune and to fame unknown, but who by his many virtues won the undying love of his sorrowing relatives.

Returning again to the gate where we entered we can count to the third tree on our left, and close by see a stone which is placed as a monument to the two wives of William Cowper, one died June 29th, 1810, aged 28; the other March 4th, 1813, aged 23, and these lines:

"Behold the grave how low I lie
As you are now so once was I.
But as I am so must you be
Prepare for death and follow me."

Simple rhyming yet a most solemn and striking admonition.

But in looking at these monuments to the dead, some of which are very old and others curious, we should not overlook the one erected by the "Children's Aid Society of St. Paul's Church," "to the memory of their beloved pastor,

Nicholas A. Okeson who for twenty six years was the pastor of this church, and dearly beloved by all who knew him." On the plain granite shaft which rises at the head of the grave are these simple words :

"An earnest and zealous minister of the gospel of Christ and for twenty six years the faithful and beloved rector of this parish."

"They that turn many to righteousness
Shall shine as the stars."

"Hold fast the form of sacred words which thou hast heard of me in faith and love which is in Christ Jesus."—2 Timothy, 1 ch. 13 v.

It is said that twenty-five thousand bodies are buried here, and it is impossible to dig far into the earth without unearthing human bones.

Standing in a clear space just a short distance northeast of the chapel there are visible seven churches.

The chancel rail of the chapel is the old one taken from the church a few months ago when work was begun, for the purpose of restoring it to its original appearance. Now the interior, with its beautiful stained windows and tastefully frescoed walls, is soft and refined, and one feels like resting for a while in a place with such an inviting appearance. Then we go into the vestry-room; see there a photograph of Rev. Nicholas A. Okeson, a picture of St. Paul's Church as it originally was, surmounted by four crosses, and a real curiosity is the chair in

which John Hancock sat when he signed the Declaration of Independence. On an arm of it is a silver plate with this inscription :

“This chair was occupied by John Hancock when he signed the Declaration of Independence. It was bought by Col. Thos. M. Bayley, of Accomack, Va. At his death it became the property of his daughter Ann, who subsequently intermarried with the Rev. Benjamin M. Miller, of St. Paul's Church, Norfolk, Va., who presented it to the parish.”

It is of walnut, upholstered in material of a red color.

St. Paul's Church was erected in 1739, restored and consecrated in 1832, reoccupied 1865, and repaired, which amounts to a second restoration, 1892.

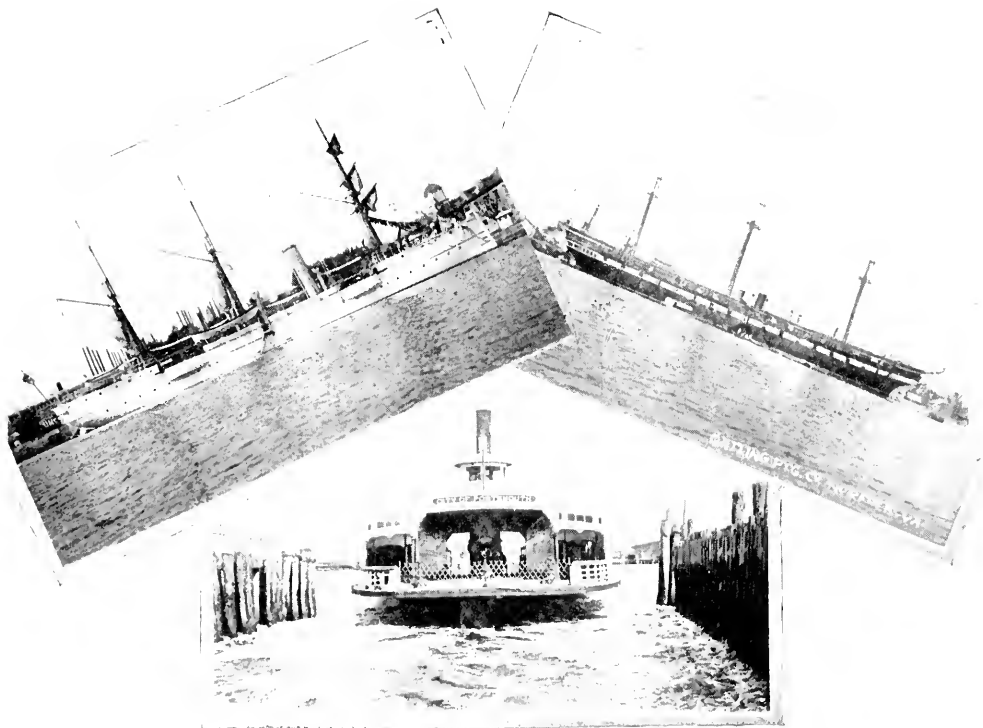
A list of clergy of Elizabeth River Parish and St. Paul's Church, Norfolk, from 1637 to 1892 :

Rev. John Wilson	1637
“ William Nern	1680
“ James Falconer	1722
“ Mr. Garzia	1724
“ Moses Robertson	1734
“ Charles Smith	1749-61
“ Thomas Davis	1773-6
“ Walker Maury	1786-8
“ James Whitehead	1789-1800
“ William Bland	1791

Rev. Ebenezer Boyden	1833-35
Rt. Rev. Thomas Atkinson	1837-8
Rev. P. B. Wilmer (temporary)	1838
“ Benjamin M. Miller	1845-9
“ Leonidas T. Smith (temporary)	1845
“ David Caldwell	1845-9
“ William M. Jackson	1849-55
“ Nicholas A. Okeson	1856-82
“ Beverly D. Tucker	1882-

ITS HARBOR.

HERE are four features necessary to the success of a seaport, and no city can ever become really great in commerce if lacking either. These four features are, its nearness to the sea, a safe harbor, capital and enterprising citizens. The nearness to the sea and safe harbor come first, for without these capital and enterprise would avail little. First then Norfolk is convenient to the sea, being only twenty-five-and-a-half miles distant. There are no shifting sand bars over which ships have to thump, as they do in many parts of the world, and in some of these places vessels of large draught partly load in port and then put to sea outside the bar to take on the balance of the cargo. This is a serious inconvenience, because under these circumstances ships do not always have even comparative immunity from gales. Another disadvantage to such places as have these shifting sand shoals at their entrance is that it sends up the rate of insurance (all honest companies proportioning their rates to the amount of risk), and this necessarily involves the paying of more freight, which must come out of some one. Under these circumstances merchants have to offer inducements of this nature, so as to enable the ship-owner to put on a full rate of insurance or else compensate him by giving more freight for the extra risk which he himself may assume. It might be inferred that the consumers have it to pay, and weighty arguments in support of this theory be advanced, but it is reasonable to suppose



NORFOLK HARBOR.

that such people as have these disadvantages must, in order to get a profit for themselves, secure their goods at a cheaper figure from the producer than those who have no such drawbacks, because two cargoes of grain shipped from separate Atlantic ports to the same place in Europe will (quality being equal) naturally command the same price, although one (both being same size) may cost one thousand dollars more to get it there.

Now both of these cargoes are put on the market, one costing a thousand dollars more than the other, which loss has to be borne by some one. The consumer does not pay for the difference, because the more expensive cargo of the two has to be put on the market in competition with the cheaper; therefore there is one most reasonable conclusion and that is the producer and merchant must compromise on profits, or the loss be thrown on one or the other of them. In either case it is a losing game, and those who are trying, under adverse circumstances, to compete with more favored localities, should give up the unsatisfactory struggle, establish themselves at a place blessed with natural advantages, secure for themselves a healthy business and give the producer the benefit of larger profits.

A harbor, so as to give safety to shipping, should have a depth of water sufficient to allow ships to ride at anchor without taking the bottom. It should be land-locked, so as to prevent long rollers from setting in, should be free of rocks and dangerous obstructions of all kinds, and have such river-bed as will

securely hold the anchors and the great ships moored to them. Anchors do not hold well on sandy bottom, and extremely soft mud is almost as bad. Something between the two is necessary, and Norfolk harbor has it. A muddy bottom admirably suited for holding, and particularly safe in case of grounding, is a favorable feature of this port, and a twenty-six foot channel, which permits the passage of a twenty-seven foot ship right up to the very doors of the warehouses, is another. It has no rocks, and ships are not apt to have great gaping wounds in their steel sides on that account. Freezing up is a great drawback to some ports, and this has occurred only once for fifty years or more, and that was thirty-six years ago. About twelve years ago a few inches of ice formed between Sewel's Point and Norfolk, but it was of short duration and not of such a nature as to seriously inconvenience the great iron merchant-vessels of this day.

I may here fittingly illustrate the advantage of Norfolk in this one particular, by informing you that steamers from Southern ports, calling here for bunker coal, on their way to foreign countries, have in winter a much lower rate of insurance than would be granted them if they called at Sydney, Cape Britain; or Halifax, Nova Scotia, and other points north of us, instead of stopping here. This is a distinction in favor of Norfolk which requires no further comment; secondly, its nearness to the sea is another important consideration, as "time is money" is thoroughly true in regard to shipping, and when we consider the cost of running one of these great ships for twenty-four hours, we can see the advantage of being

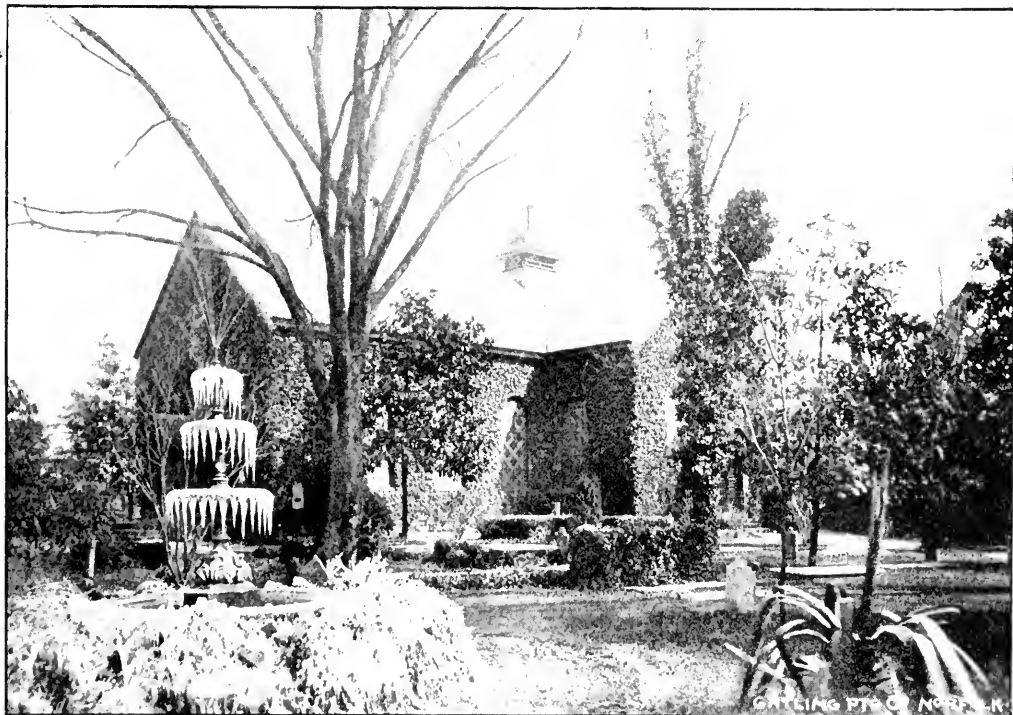
near the sea. Take, for instance, an average size "tramp" steamer of 1800 tons, with crew of thirty-five men, their wages and food for one day. The consumption of \$70 (some of the old ships double this) worth of coal in that time, and putting the ship's value at \$150,000, and allowing six per cent. on that amount invested, we have \$25 per day more to consider, then oil and waste for machinery, natural wear and tear, etc., and we can do some more figuring. Send such a ship, with a speed of nine knots per hour, to a place one hundred and eight miles from sea, and it requires twelve hours to make the trip each way, or for going and returning, one day. Now see what it costs to run this ship for that time, figure on all the expense you can (you are sure to omit something) and then find the difference in favor of one of two ports, one situated one hundred and eight miles from sea and the other only twenty-five and a half. It is simple proportion and needs no further explanation to convince any one that the difference is largely to the advantage of the port which is nearer the sea. Third, Norfolk has capitalists, and they are coming in every day, men who have studied the seaports of the world, of broad views and varied experience and who, by the confidence which they manifest in this place by the expenditure of hundreds of thousands of dollars in different industries, encourage others to take more than a superficial look at her natural advantages. Some of these capitalists have bought up many acres of suburban Norfolk, and where a tract of land containing one hundred acres could have been bought five years ago for \$1,000 per acre, a single building lot,

30 x 150, of this same tract, will now command from \$500 to \$1,500, and beautiful residences, some of brownstone and granite fronts, have been built.

Undoubtedly those who earnestly desire to see and understand these improvements, with a view to possibly becoming an investor, will be courteously instructed by prominent and disinterested citizens of Norfolk, who will, with pardonable pride, give information concerning not only one organization, one land company, one business firm, but of the city in general.

The fourth great condition for the success of a place is an enterprising spirit among its citizens, for without this the natural advantages already enumerated—nearness to sea, perfect harbor, etc.—would be lost. Norfolk is not lacking in this respect, she is the home of broad-minded, sensible men, under whose influence she is thriving most satisfactorily. These men, with their different business organizations, are constantly on the alert. Norfolk's Chamber of Commerce, Cotton Exchange, Business Men's Association, etc., are all composed of men of vast experience, who know just what they are doing and guard with ever watchful eyes the community's welfare, and protect from unreasonable and selfish attacks of prejudiced and less favored people such useful branches as are immediately identified with the welfare of the city in general.

Beside advantages already named, Norfolk has one of the most thoroughly-equipped and efficient pilot organizations in the world, and no port is really great without one, for by the safe conduct of ships, these men keep the wheels of



ST. PAUL'S EPISCOPAL CHURCH, ERECTED 1739.

Present Rector, Beverly D. Tucker, Norfolk, Va.



commerce steadily moving, prevent enormous loss to shipping, reduce to a minimum the risk of ship-owners and cause everything in connection with commerce to glide smoothly along. "The Englehardt Series of Norfolk," in alluding to these men, says, "The Virginia Pilots' Association, chartered by the State, has thirty-two members, and is represented here by O. E. Edwards, who has been its resident agent for the last seventeen years.

"It is now a hundred years since the Old Dominion established its stringent regulations for the apprenticeship and government of pilots, and with scarcely an exception, those who have been received among the chosen few, after the usual probation, have proven themselves skillful, discreet and clever in their business. Certainly since Congress confided the matter of pilotage to the Seaboard States, in 1879, those of Virginia compare with any of the others. The pilots of Norfolk and adjacent ports have all passed a strict examination and been licensed by the State Board of Pilot Commissioners. Their headquarters, at which Mr. Edwards is located, are at 123 Main Street. He is an old pilot himself, a native of the coast, and experienced in the vocation before and during the war and the day of blockades, the latter a period calculated to test a man thoroughly for the pursuit. A number of others belonging to the association were also in service at the same time."

An efficient quarantine service is one of the most important requirements for a well-regulated seaport. Seaports of consequence have communication with

vessels from all parts of the world, and many of these foreign countries are periodically visited by yellow fever and other contagious diseases and require this safeguard, and to have it on convenient and safe principles, it is necessary to have those at its head who are discreet and can distinguish between real and imaginary danger, so as on one hand not to compel ships to undergo unnecessary inconvenience and on the other to secure the inhabitants of a place against the introduction from unhealthy ports of any such disease. Norfolk's Board of Health is composed of some of its best citizens, who take every reasonable precaution against this danger, and for the marine part of it they have appointed Dr. W. A. Thom. This measure of protection is kept up the year round, and all vessels that come direct from a foreign port must in every case stop for inspection before proceeding to the city. The system here is thorough, the delay inconsiderable (a ship seldom waiting longer than it takes one to await his turn in a physician's office) and is a safeguard which cannot be reasonably dispensed with. These ships are, in the first place, boarded at Cape Henry, the approach to Norfolk, by the pilots, who are the sentinels or outer pickets, and who from time to time receive from the quarantine officer such instructions as are consistent with the ship's dispatch and welfare of others. Dr. Thom is a cultured, courteous gentleman, is very popular in the community, has a thorough and practical knowledge of quarantine requirements, ever watchful for the interests of all, zealously guarding the port from the introduction of contagious diseases, yet never causing unnecessary delay to



HEMYNGWAY SCHOOL, TOWN POINT AND POST-OFFICE.

commerce. Besides service in other places Dr. Thom has been in charge here about six years, an evidence of his efficiency as a quarantine officer.

THE WATER FRONT.

THE water front of Norfolk is strikingly neat and clean in appearance for a place that does so much shipping, and many new and handsome docks, showing its recent growing importance, have been constructed in order to meet the great demand for wharf room, of which she already has a liberal supply. And besides the front within corporate limits there are two and a half miles on each side of the river, between Lambert's Point pier, which is shoal-locked and perfectly suited for docks, making in all seven miles of the best pier sites the world affords; and if Norfolk, in her future greatness, should require more than this, it can be easily doubled with comparatively little expense. Desirable water front is necessary for the accommodation of commerce, and Norfolk not only has her share of it, but is really pretty and attractive.

It is indeed a suggestive sight to see the numerous ships of various rigs and nationalities stringing its wharves, with schooners, tugboats, pungies and river-boats to fill in, and people might wonder where all the produce comes from, but when you know that Norfolk is the terminus of six railroads, connecting with all the great systems of the country, drawing most heavily on the South for cotton,

cotton-seed meal, oil cake, lumber, tobacco, etc., and on the West for grain, flour, minerals, etc., the bulk of which goes to foreign countries; when you know something about her great inland commerce, and the immense coasting business done, you will not wonder at the activity which is shown here.

TRANSPORTATION FACILITIES.

NORFOLK including Portsmouth has a population of 60,000 and a steady and healthy growth. It is a second New York, on a smaller scale. She is known the world over as a cotton port of great importance, and the shipment (foreign and coastwise) of over 10,000,000 bales of that commodity since the war fully justifies the reputation. And besides this, the principal export, there are others that seem destined to compete with this product, which has for so long been the king of Norfolk's commerce. The Norfolk and Western, Sea Board and Roanoke, and other roads are constantly making connections with great systems south and west, and large quantities of commodities heretofore scarce thought of here, are now delivered at her doors, and sometimes tax the shippers to their utmost to rid the docks and warehouses of it. Last winter there was an enormous increase in the shipment of grain, amounting to several million dollars, and now another elevator is to be constructed at Lambert's Point, so as to facilitate the handling of it.

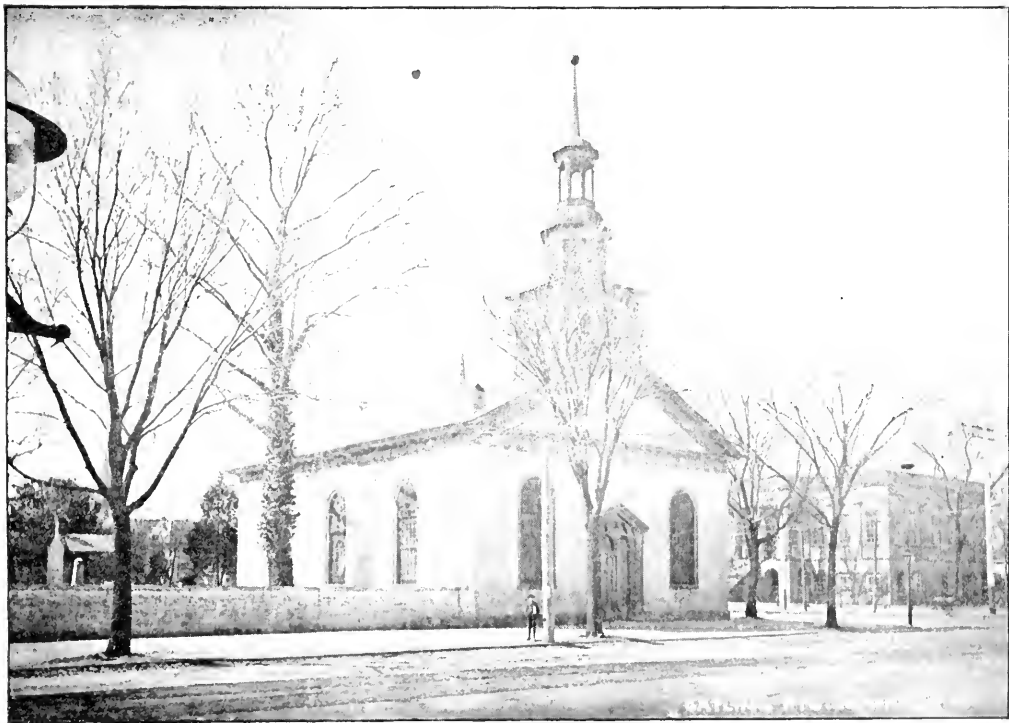
In addition to these large foreign exports, Norfolk has an immense coasting business. The magnificent steamers of the Merchant and Miner's Transportation

Company plying between here, Boston, Providence and ports south. Of this line there are nine coasting steamships, aggregating between twelve and thirteen thousand tons net. These ships are fast and commodious, and make the trip between here and Boston, a distance of six hundred miles, in a little less than two days. Then come the Old Dominion Company's steamships, staunch, noble vessels of "handsome speed," are as safe as any in the world, and run between here, New York, and other points. The distance between Norfolk and New York is nearly three hundred miles, and is covered in twenty to twenty-two hours. There are eight ships of this line, with sixteen thousand tons (net) capacity. Those who desire a trip outside will be perfectly safe on the ships of both these lines, and will be nicely cared for in the way of comforts and luxuries.

During trucking season these vessels, with full cargoes of strawberries, potatoes, watermelons, etc., leave Norfolk for their respective ports. And in addition to these there are many others, the Clyde line between Norfolk and Philadelphia, three elegant steamers between here and Baltimore, carrying passengers, mail and freight, and two fast and magnificent passenger steamers to Washington, D. C. All of them carry immense quantities of country produce, and frequently have all they can manage. Other steamers, sound and river boats, steamers running to Petersburg, Richmond, City Point, Old Point, Newport News, Hampton, etc. A trip up the James is pleasant. It is the most historic river in this hemisphere, and should claim a large share of the tourist's attention.

With the cotton, grain, lumber and other shipments in winter, and the trucking in summer, the docks of Norfolk seldom present an idle appearance. It is the boast of this city, and may be interesting to the stranger to know that Norfolk handles one-fifteenth of all the country produce of the United States.

Portsmouth, which is on the other side of the river, has 18,000 inhabitants. The two cities are three-quarters of a mile apart, are practically one and the same, and are known commercially as Norfolk. Yet it must not be understood that Norfolk has all the credit, because Portsmouth is the silent partner. Far from it. Portsmouth shares the honors, and while her smaller branches of business are not as active as those of Norfolk, she has the terminus of two railroads right at her wharves and two others just out of her corporate limits, and can boast of a navy yard which is second to but one in the United States, and that is the Brooklyn yard. Norfolk is the terminus of six railroads and has many passenger steamers, making her one of the most convenient places in the world. Her banking facilities, the great medium through which business is conducted, flourish to good advantage, and of these places of business there are seven. There are eleven newspapers, four of which are daily, one semi-weekly, five weeklies and one monthly. She has a good system of sewerage, two street-car lines, two beach resorts reached by rail, one eight miles distant and the other eighteen, and the "Hygeia," one of the most popular seaside resorts on the coast, fifty minutes by boat, with frequent trips and excellent accommodations for this route.



TRINITY CHURCH PORTSMOUTH, VA., ERECTED 1762, RESTORED 1829.

Rector, R. W. Forsyth

CLIMATE, GROWTH, ETC.

THE climate is changeable but healthy, the gulf stream, which washes close in at this part of the coast, mitigating to a great extent the cold waves from the north and west. She has many handsome residences and some attractive public buildings. A peculiarity of Norfolk's growth during the last fifteen years is that while she has been steadily expanding in area, there have been hundreds of houses built right in the heart of the city, old and disfiguring structures have given place to handsome buildings, marshes have been filled up, and a pond, where fifteen years ago hundreds could go boating, is now a broad avenue leading from Bank and Granby Streets to the new city market.

These and other improvements have been made, and while Norfolk has been extending her territory, there has been such a complete transformation in the principal parts of the city as to merit the name—not ancient but modern Norfolk. I think it is time the distinction was made.

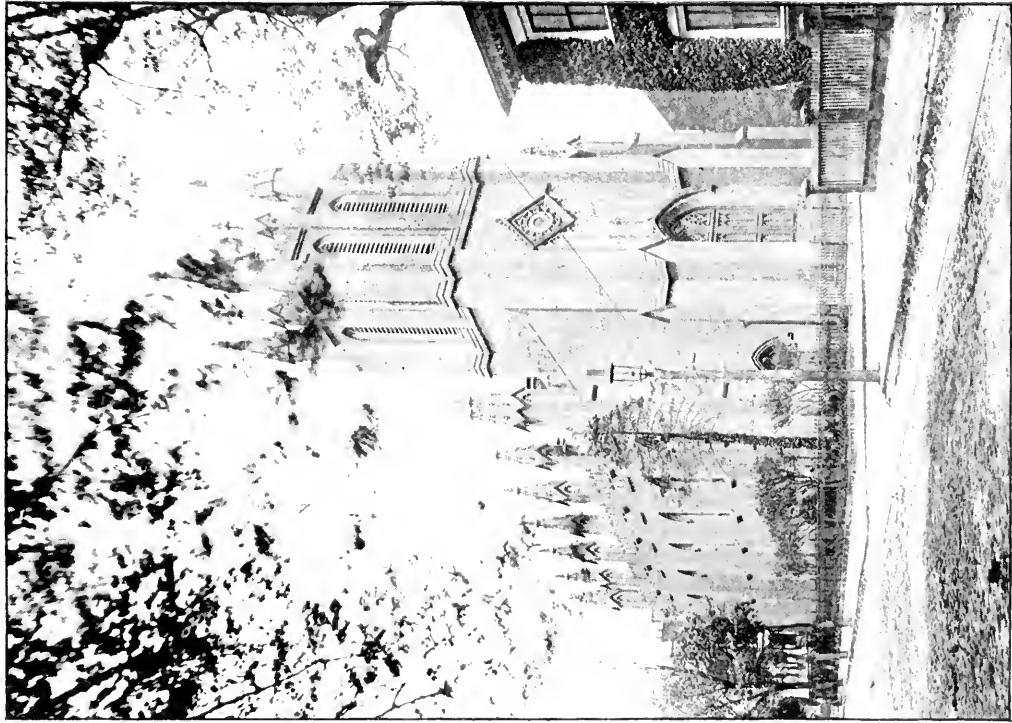
Norfolk College, for young ladies, is an attractive building and one of the finest affairs of its kind in the South. It has a capacity for about three hundred pupils, many of whom come from other States. The Leach-Wood Seminary, for young ladies, is under the management of the above-named ladies, and is a perfect school. There is a new market house, which cost \$80,000, a handsome post office of granite, and near by a first class Y. M. C. A. building. The movement toward

its erection was put on foot about five years ago by Rev. Mr. Moody (evangelist), who was conducting an immense revival in Norfolk at that time, and was most nobly responded to by many, who contributed large sums toward it.

St. Vincent's Hospital is a beautiful place, but situated in an unattractive portion of the city.

On the southeast corner of Bank and Freemason Streets stands the oldest residence in the city; having been built in 1792, is now just one hundred years old.

Opposite to this old house is Freemason Street Baptist Church, which is without doubt a very handsome structure of its kind. It is of Gothic design and decidedly artistic. Thirteen years ago, during a cyclone, which was blowing at the rate of ninety miles an hour, its towering steeple was blown to the ground, making it more picturesque than before. One will scarcely pass it without a look of admiration. The pastor of this church, Rev. M. B. Wharton, D. D., has, by his sterling qualities, endeared himself to the community. He is an excellent minister of the gospel, practical and striking in his illustrations; possessing much personal magnetism and natural eloquence, he claims the closest attention of his hearers. Dr. Wharton is a broad-minded gentleman, who has seen much of the world and some court life. In 1882 he was appointed United States Consul to Sonnberg, Germany, and while in Europe wrote his "Notes," of which many of my readers have heard and not a few read. This book contains 375 pages, is



FREEMASON STREET BAPTIST CHURCH, NORFOLK, VA.

Rev. M. B. Wharton, D. D., Pastor.

instructive and entertaining from beginning to end. It teems with information, and is interesting, not only to those who have not had the good fortune to see these places of such great importance in the Old World, but is a delightful review for those who have. With these notes before them they can, in fancy, live over many of their own European experiences. "Famous Women of the Bible" is another of this author's works.

Besides his many accomplishments, Dr. Wharton is a poet of considerable genius. Below is a poem which he composed *impromptu*. It is full of genuine song, and highly expressive of his confidence in Norfolk's future.

THE CITY OF NORFOLK.

I love to sing thy praise
Thou City by the Sea,
And think upon the greatness
The Future holds for thee,
The Future holds for thee,
Within her mighty hand,
When our destined ocean monarch
Shall rule the sea and land.

Thy turrets gleam in splendor,
Thy streets are ever gay,
Thy nights are filled with music,
While traffic rules the day,
While traffic rules the day,
With rich returns of wealth,
And Hygeia's rosy fingers
Alight the cheek of health.

Thy daughters are the fairest
That ever man adored,
Thy soldiers proved the bravest
That ever buckled sword,
That ever buckled sword,
Or bore a patriot's shield,
As they followed gallant Pickett
On Pennsylvania's field.

How like a dream of beauty,
Thy tides majestic sweep,
Where birds of heavenly plummage
Their snowy pinions steep,
Their snowy pinions steep,
Or soar amid the gale
As they chant the mystic anthems,
That greet the coming sail.

The ships of every nation
O'er Hampton's waters glide,
With Ocean's bluest crystals
Bright sparkling at their side,
Bright sparkling at their side,
'Neath pennants fair unfurled,
Which bespeak for Norfolk harbor
The commerce of the world.



REV. M. B. WHARTON, D. D.
Formerly U. S. Consul Sonneberg, Germany.

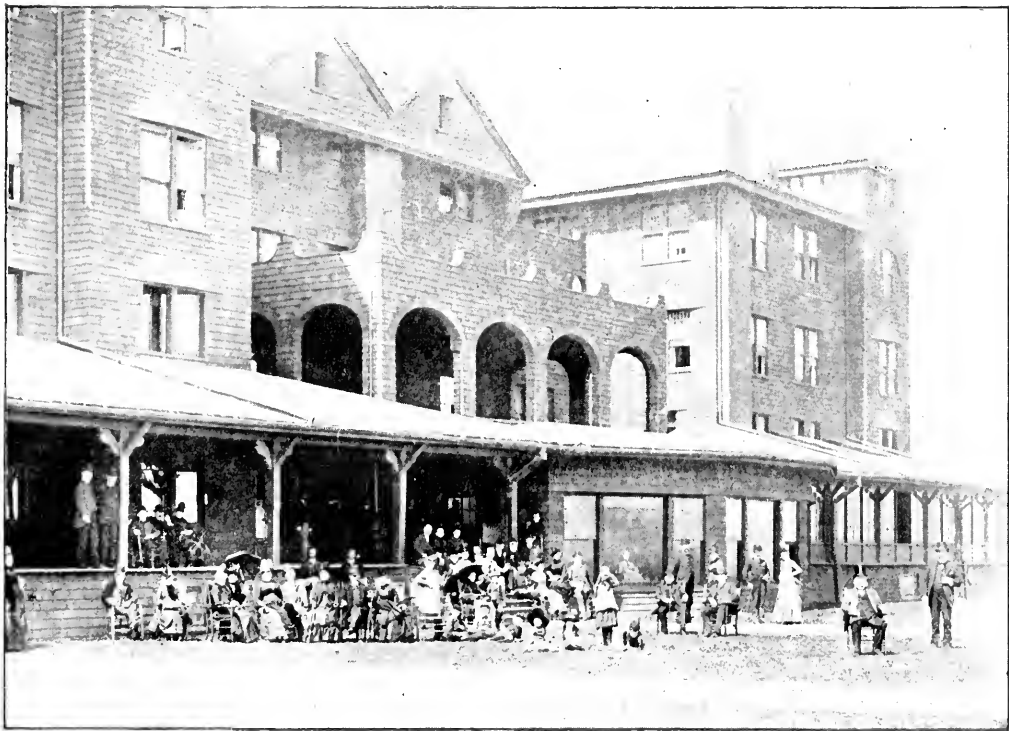
Norfolk holds rare opportunities for those who will come, and by honest industry and judicious investments share the laurels she is earning, and derive from their investments a reasonable and even generous reward. I believe implicitly in the future of Norfolk, and venture to say that a remarkable state of prosperity is in store for her, and every one who will consider, from an unprejudiced standpoint, her many natural advantages, her nearness to the sea, deep-water channel, perfect harbor, her solid business organizations, etc., can but agree with me in what I have said. Reference to a chart on a large scale of this section of the Chesapeake Bay will explain quite satisfactorily many of these advantages.

In the early part of this century Moore visited Norfolk and wrote that mournful yet beautiful poem, "The Lake of the Dismal Swamp." If, from some of his "Yon starry heights," Moore could have seen the Norfolk of to-day, he would probably have enlogized her greatness, as Dr. Wharton has most cleverly done in "The City of Norfolk."

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SUMMER RESORTS.

NORFOLK has two summer beach resorts, Ocean View, situated on Chesapeake Bay and eight miles from Norfolk, in full view of Old Point Comfort and Cape Henry; Virginia Beach Hotel, distant eighteen miles, and right at the Atlantic, the waters of this turbulent ocean washing the beach within a stone's throw of its doors. Both of these hotels are first-class, and do not encourage the patronage of any guests but those of thorough respectability. Each may be said to possess certain advantages over the other. That of Virginia Beach is the larger and finer of the two, while Ocean View, with its comfortable accommodations, on account of its convenience to Norfolk, and other inducements, has such a patronage as to keep its rooms occupied all through the season. Boating, fishing, bathing, etc., are had here. The fishing is excellent, and boats for that purpose are provided for a reasonable price. Here we have in abundance that delicacy, the soft crab, while an equally celebrated delicacy (the hog fish), in its perfection, peculiar to Virginia, is gotten in great numbers. Many people of Norfolk have formed clubs and built cottages, and altogether it is an excellent place, and hundreds from the city take advantage of the short ride and cheap fare, and get away, if only for a few hours, from the hot city. The run down only requires twenty minutes, and scores go each evening solely for the dancing.

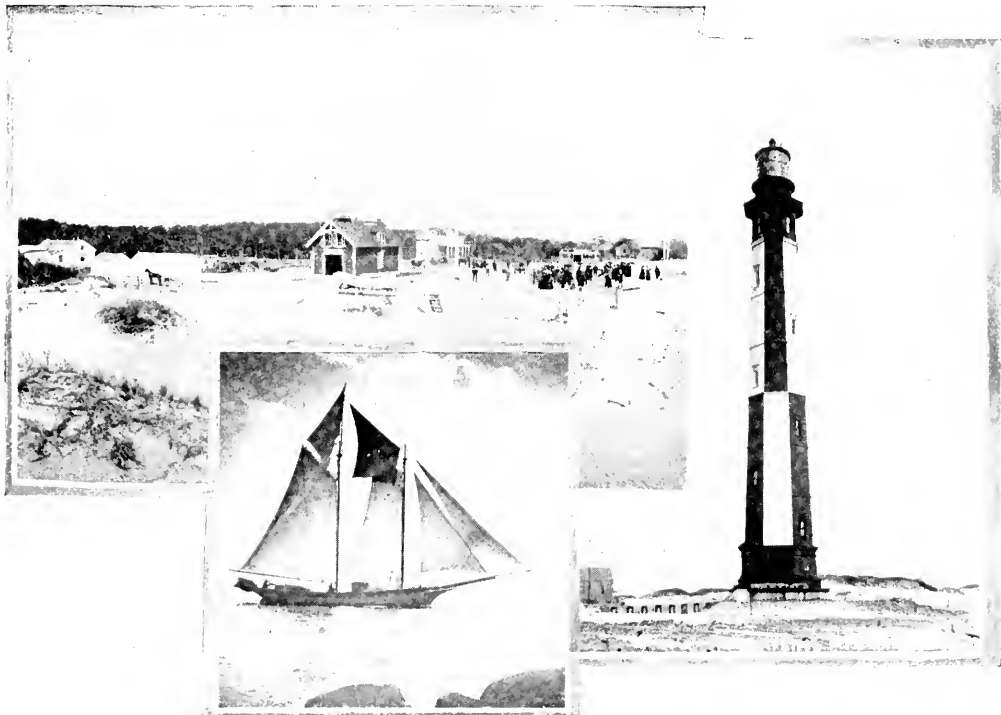


PRINCESS ANN HOTEL, VIRGINIA BEACH.

Virginia Beach, or Princess Ann Hotel, is first class in every particular, and has capacity for four hundred. It is six and one-half miles from Cape Henry Lighthouse, and guests frequently make the trip to this place and inspect the great tower and the two life-saving stations. Here you may get a comprehensive idea of how this good work is done, and the drive along the beach is most pleasant. This hotel is beautifully and picturesquely constructed, and the interior is fitted up in such manner as to please the most fastidious. Boating, fishing, bathing, etc., are among its attractions, and the surrounding country, in the proper season, furnishes game for the sportsman.

Those who wish to recuperate and rest from long spells of dissipation, will find this place an admirable one for them. Here one may in perfect security witness Old Neptune in all his antics. The surf, which in moderate weather permits bathing, assumes during an easterly storm the form of breakers, that are capable of dashing to pieces the greatest ships. Breakers that form half a mile out, and are seen coming with resistless fury, their white-capped crests twisting and curling seemingly in maddening haste to reach the shore, where, with a deafening roar, they expend themselves and sullenly retire. The beach in this vicinity is seldom without a wreck, and frequently the ship is landed high and dry (the visitor being able to walk around her), showing the great force of the surf; but owing to the excellent service of the life-saving stations which dot the beach every five miles, there is very slight loss of life,

One wreck of a serious nature occurred about a year ago, and not more than half a mile from the hotel. This was the large Norwegian barque, "Dictator," which was caught here on a lee shore in a furious north-north-east gale, and being unable to get her head off, struck several hundred yards out from the beach and was a total wreck. At least half of one of her great sides washed ashore in one piece, and the beach for two miles was strewn with heaps of Georgia pine, with which she was loaded. Her great masts, two feet in diameter, were shattered in pieces, and articles of clothing, coats, hats, slippers, kerchiefs, etc., met the gaze of the curious ; and the writer has in his possession a beautiful piece of crocheting which he supposes was the work of the captain's wife. This lady and her little boy, together with about eight of the barque's crew, were drowned. One of the saddest phases of this wreck was the manner in which this unfortunate woman died. The captain lashed his little boy to his back and attempted to swim ashore with him, intending to return for his wife ; but his boy was torn from him, and reaching shore after desperately battling with the breakers, he was unable to return to the assistance of his wife, who perished before his eyes. Not long before the occurrence of this wreck, a vivacious, romantic young lady, guest of the hotel, jestingly called on the proprietor to furnish them with a real storm, little thinking that one of such severity and horror would so soon follow her innocent request. Relics from this and other wrecks are seen at "The Princess Ann," and one can fully realize that they are right at the Atlantic.



SCENES NEAR PRINCESS ANN HOTEL, VIRGINIA BEACH.

Portsmouth.

THE NAVY YARD.

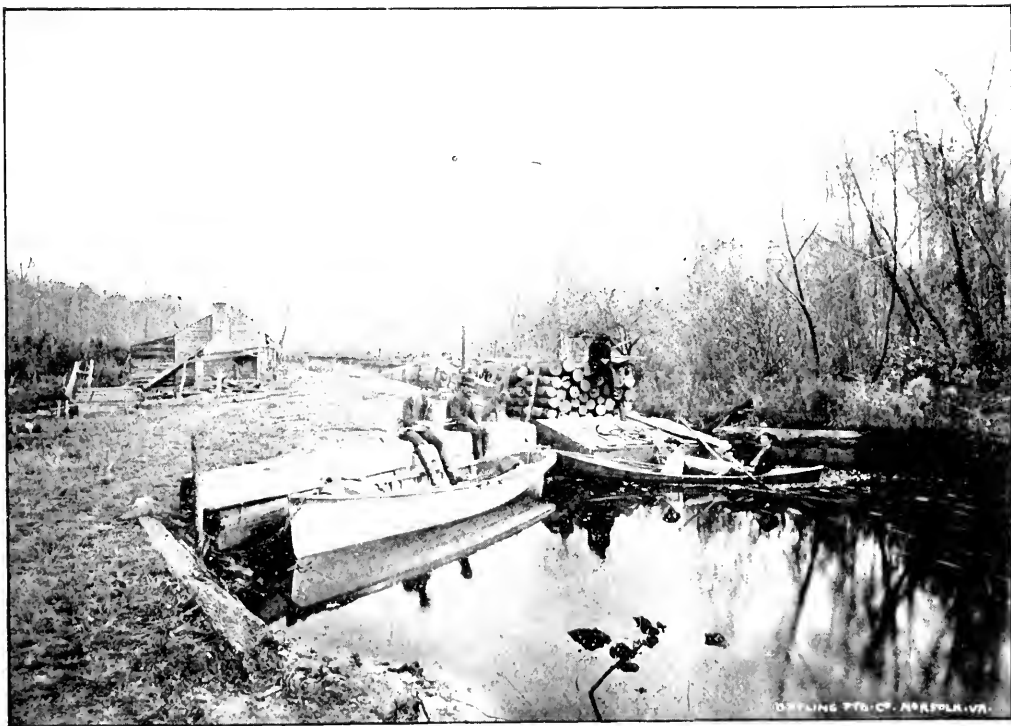
AFTER seeing Norfolk, we will naturally experience a desire to visit the Navy Yard of Portsmouth, for, as already stated, this is next in importance to the one at Brooklyn, and the character of the work now going on there in the construction of the cruiser Raleigh and battle ship Texas, fully supports this assertion. Those who wish to see this place can do so with the greatest ease. From Norfolk we may take passage on the ferry boat and arrive on the other side, Portsmouth, in five minutes, where we will see carriages waiting specially for those who purpose visiting the yard. Entering one of them, we will, in ten minutes, find ourselves passing through its grounds. If we wish to avoid this expense, we may take the government launch, which leaves a slip adjoining the ferry dock, and arrives at the yard after about ten minutes run. For the travelers'

convenience is given the schedule of this launch, which is in effect up to date (Feb. 13th, '92) and says : On and after Oct. 6th, '90, the following schedule will be observed :

LEAVING NORFOLK.		LEAVING THE YARD.	
8.45 A. M.	1.30 P. M.	8.15 A. M.	1.15 P. M.
10.30 "	2.30 "	9.30 "	2.00 "
11.30 "	3.30 "	11.00 "	3.00 "
	4.40 "		4.10 "

This has been in effect over sixteen months, and will probably continue so for some time yet. The two men-o'-war now being built may, by the time a copy of this little book comes into your possession, be seen floating majestically and defiantly to their moorings in the stream. Too many figures would be tiresome, so their dimensions will not be given; all are quite familiar with them, and know that for the defense of the United States these two vessels, with their iron sides and frowning batteries, will be most able defenders, and ships that scores of European men-o'-war would hesitate to meet in an engagement.

There are two dry-docks here, one of stone and built many years ago, the other of wood, a Simpson dock, and about the size of the one at Newport News. Moored alongside of the docks with their stone facings are always to be seen naval vessels of all kinds, some undergoing slight repairs or fitting out, others



LAKE OF THE DISMAL SWAMP.

dismantled and having repairs of an extensive nature done to them, old-time sail ships, apparently "on their last legs," being scraped, painted, caulked and newly rigged to serve principally as training ships, and monitors with their battered turrets lying here; vast machine shops, foundries and equipment departments occupy the yard, and the constant clang, clang of heavy hammers, wielded by brawny arms, is ever heard.

The seeker after the curious should go to the armory. This contains a museum and odds and ends, some quite curious can be seen. Entering this place and ascending one flight of stairs we pass under an arch of sabres, on which is this command, "No loud talking;" their points converging to a centre just over our heads seem to give emphases to it. To our right, after ascending the stairs, we see a thirty-five foot model of the monitor Dixie; a little further, and to our left, we pass under another arch of sabres and enter a room containing arms of curious pattern. Sabres and pistols are artistically arranged, and several cabinets of peculiar-looking arms and other relics are exhibited. In one of these cases, over against the south wall, is a charred piece of wood from the burned line of battleship Pennsylvania; old muskets, some dating as far back as 1821, are stacked around, and others bearing no date, but apparently having gone through several wars, seem to be older; battered arms, with broken stocks, are preserved, recalling most vividly the trying times of other days. In the park are four siege mortars, bearing the inscription, "Republica de Yucatan," some old

cannon of 1812, and two that present every appearance of having exploded, which is said to have occurred on board the *Pennsylvania* when she was burned. Supported on a post is a large lump of what appears to be pure copper ore, this was the bell of the same ship; then on the other side a small propeller, another relic of that occasion.

Over here every one is busy, none have time to answer questions, no guides can be gotten, and it is best to have a carriage and the driver will assist you very much in your investigations.

SOME OLD EPISCOPAL CHURCHES.

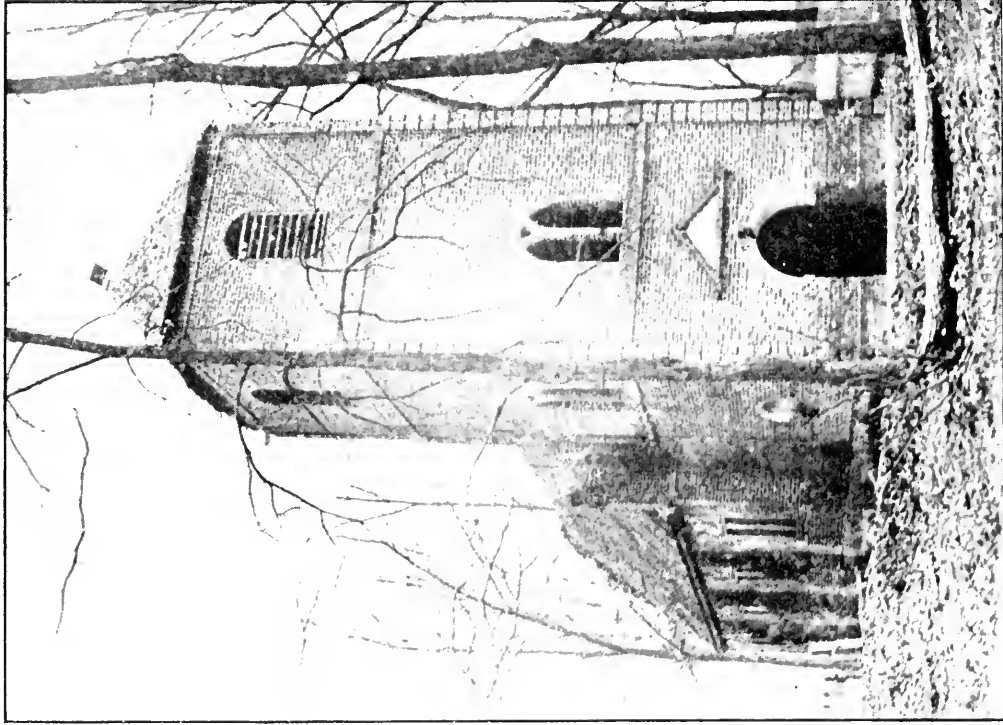
ST. PAUL'S, of Petersburg, was founded in 1642, and is the oldest church of this country now in use. Present rector, Rev. C. R. Haines.

The church at Williamsburg is in use and was erected 1715. Rector, T. C. Page.

Christ's Church, Alexandria, Va., was completed in 1773. Used and in good condition.

Princess Ann, erected 1688. Not in use.

Jamestown Church; there is nothing but the ruins of this old building to be seen. It is believed by some to have been erected as early as 1614, but the exact date is not recorded.



ST. LUKE'S EPISCOPAL CHURCH, ISLE OF WIGHT CO., VA.

Erected 1632. Oldest church intact in this country.

St. Luke's, in Isle of Wight County, erected in 1632, and is the oldest church of all; it is not in use, but a movement is on foot, with Rev. Mr. Barr, of Washington, at its head to put it in order. The photograph of this church is a recent one, and judging from that its walls and tower seem to be fairly preserved.

St. John's, of Richmond, built 1742. In use. Rector, Rev. Lewis W. Burton.

Trinity Church, of Portsmouth, was erected 1762 and rebuilt 1829. In good condition. Rector, Rev. R. W. Forsyth.

The pictures of these old churches are all taken from recent photographs of them, with the exception of that of Jamestown, which was taken perhaps five years ago.

Goose Creek Church, at Otranto, S. C., is a very old church and picturesque in appearance, begun 1706, finished 1719.

St. Michael's, of Charleston, S. C., begun 1751, finished 1761.

For superb photographs and historical associations of these old churches, address,

W. R. BOUTWELL, PUBLISHER,

NORFOLK, VA.

Hampton.

BESIDES "The Hampton Normal and Agricultural Institute," "The Home," etc., which are situated just outside the town, visitors will be attracted by St. John's Church, which is the second oldest in this country now in use; it was built in 1656, and therefore ranks next to St. Paul's, of Petersburg, which was built in 1642. Hampton has been swept by several fires since the war, has gone through various and trying ordeals during the two and a half centuries since this venerable structure was built, but it still stands a monument of colonial days and one of the principal attractions of this place. Most of the old Episcopal churches are tastefully fitted up, and St. John's, of Hampton, is not lacking in this respect. Memorial windows of beautiful stained glass render the interior handsome and attractive; one of these deserves special mention on account of it having been presented by the Indians of Normal School; this window is of foreign make and cost \$440. It is the first window to our right after

entering the church. Another attraction is the communion table, which is a neat affair, made of oak, the work of a young Indian, and a present from the Sunday-school. The present sexton is a character and can tell the visitor more in one breath than an average brain can master in five. This colored brother has everything by heart, is business to the backbone, and seems incapable of smiling, yet a little generous tipping will cause the features of this stoic to relax from their icy composure. Boliver has a deep bass voice, and will inform you that there are not many very old slabs in this yard (that of Capt. George Ray, who died in 1758, being the oldest), but will be careful to tell you that St. John's Church is not far behind any in the matter of age. It was rebuilt in 1867, and even the old portion seems to be good for several generations yet.

Although we cannot see many of the old inscriptions on the stones in this yard, it is probable, if they were cleaned, that some of the most ancient and curious would appear. Just outside of Hampton, on what is known as the Pembroke farm, are several old slabs with the following epitaphs:

Heere lyeth the body of John Nevill Esq. Vice Admiral in his Majestyes fleet and Commander in Chief of his squadron cruising in the West Indies why dyed on board ye Cambridge the 17th day of August 1697, in ye ninth year of the reign of King William the third, aged 53 years.

TO PETER HEYMAN.

This stone was given by his excellency, Francis Nicholson Esq. Leutenant and Govenor General of Virginia in memory of Peter Heyman Esq. grandson to S. Peter Heyman of Summerfield in ye county of Kent. He was collector of customs in the lower district of James river and went voluntary on board ye Kings shipp Shoreham in pursuit of a pyrate who greatly infested this coast. After he had behaved himself seven hours with undaunted courage was killed wth a small shott ye 29th day of Aprill 1799 in ye engagement as he stood next ye Govenor upon ye quarter deck, and was here honorably interred by his order.

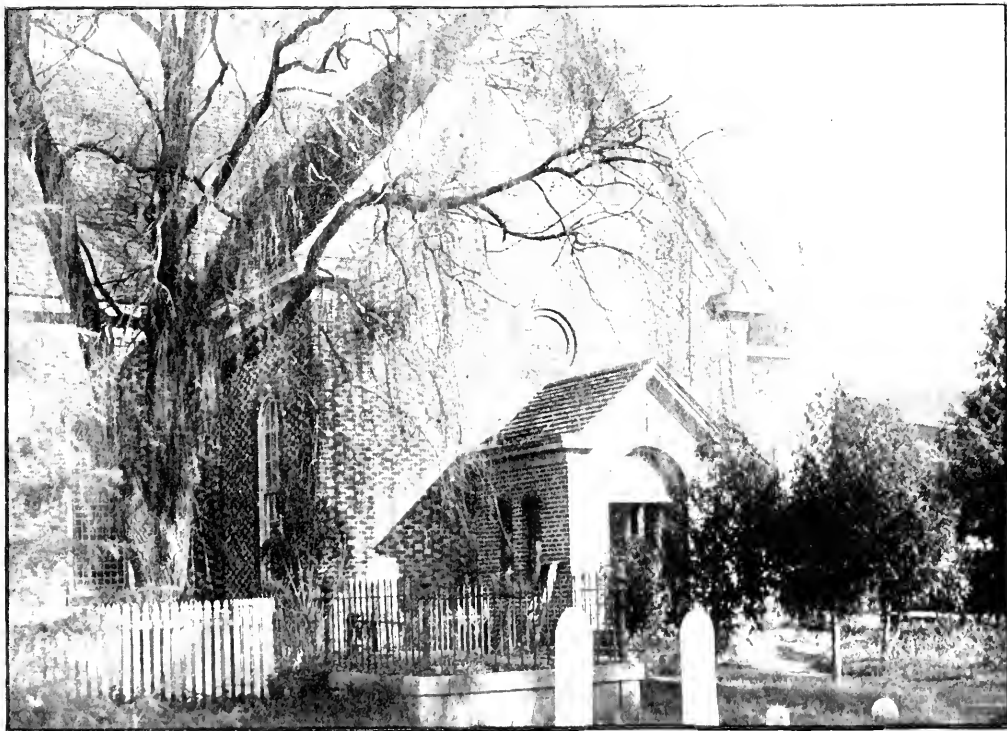
TO REV. M. ANDREW THOMPSON.

Here lyeth the body of Rev. M. Andrew Thompson who was born at —, Scotland and was minister of the parish seven years and departed this life the — of Sept. 1719 in the 46 year of his age.

TO THOMAS CURLE GENT.

In hope of a blessed resurrection here lyes the body of Thomas Curle Gent who was born Nov. 4th, 1640 in the faith of St. Michael in Lewis in the county of Sussex in England and dyed May the 30th, 1700

When a few years are counted I shall go the way whence
I shall not return.—Job. 16-22.



ST. JOHN'S EPISCOPAL CHURCH, HAMPTON, VA., ERECTED 1656.

Hampton has, including those just outside the corporate limits, 5000 inhabitants, and about as many stores, for its size, as any place one will run across in a week's travel. The Hampton of to-day is far different from that of ten years ago. The fires that have visited it since then have effaced many unattractive frame buildings; new and handsome brick structures have taken their places, and she is growing with the rest of this prospering, progressive State. She has two banks, also building and loan associations. Real estate is in a healthy condition, having advanced most rapidly during the last five years, and everthing denotes a forward movement.

A channel of fifteen feet is being dredged to Hampton Roads, and who can say it is altogether a wild speculation to intimate that at no very distant day Hampton will be a shipping place of some importance; two miles of dredging is all that is necessary to give her a ship channel to Hampton Roads, and with the river dredged to the required depth, the harbor would easily shelter a score or more vessels if moored to docks, and even these facilities could be easily increased. Schooners of seven hundred tons (gross) now visit this place, and with energetic business men and a plenty capital to back them Hampton may yet be, not the metropolis of America, but a busy place of far more importance than most people now dream.

THE HAMPTON NORMAL AND AGRICULTURAL INSTITUTE.

THIS institute, on account of the good work it is doing for the Negro and Indian, deserves the praise and assistance of all broad-minded persons, and particulars of what it is doing and what has already been accomplished, will undoubtedly be interesting reading for those who wish to see these two races become good and useful citizens. The work being done by this school is concisely told in a memoranda issued by its principal, S. C. Armstrong, which is as follows :

Negro students, boarders, 508 ; Indian students, boarders, 128 ; (10 Indians in northern homes) ; young men, 389 ; young women, 247 ; representing twenty states, average age, 18 years ; " Whittier " (day school) children, 275—total, 911.

Officers, teachers, managers and assistants number 80, of whom one-half are in industrial departments.

The 723 graduates sent out since 1870 have taught 129,475 children in southern free public schools. Of the 31 Indian graduates included in above, 16 have taught in the west.

This institution is incorporated by special Act of the Virginia Legislature, and is owned and managed by seventeen trustees (not under State or Government control), representing six denominations, no one of which has a majority. It is earnestly and actively Christian in its teachings.

Its " plant," costing \$550,000, is the gift of friends. Its chief dependence is

on popular contributions, upwards of sixty thousand dollars being needed annually from charity alone. For its maintenance as a State Agricultural College for Negroes, the school receives aid from the College Land Scrip Fund (one-third of Virginia's share; also, an annual appropriation from Congress for board and clothing of 120 Indians, whose tuition is provided by charity.

Tuition is free to all by the provision of annual scholarships of seventy dollars each by northern friends, or by permanent scholarship foundations of fifteen hundred dollars.

Education by self help is the fundamental idea of the school. Labor is dignified, and manual skill and character are developed. The moral effect of the workshop is its greatest recommendation.

The acquired skill which carries a student through school, will maintain him through life, and make him a good and useful citizen. Begging by students is unknown in the history of this institute.

Board, washing, etc., are charged at the rate of \$10.00 per month; clothing and books, costing about \$50.00 a year, are extra, paid for chiefly in labor. A separate account is kept with each student and rendered monthly; this is an important part of his education.

Last year our colored students were charged with \$63,011.21, of which they paid in labor, \$59,198.71, and in cash, \$3,114.06; the rest is a debt to be paid after leaving school.

Girls' industries : Housework, laundering, sewing, tailoring, dressmaking, gardening, cooking, painting, training in use of carpenter's tools.

Boys' industries : Farming, carpentering, wheelwrighting, blacksmithing, shoemaking, harnessmaking, printing, engineering, machine knitting, floriculture, and machinist's trade. A saw mill, cutting annually about three million feet of pine logs, with wood-working machinery, is operated by the boys. Mechanical drawing is taught to those learning trades. In addition, technical instruction is given in separate shops in the use of carpenter's, wheelwright's and blacksmith's tools, and in bricklaying.

Over 300 applicants who wished to work out their education were refused admittance this year, chiefly from want of room. The majority of our pupils come from country regions (where the most and best of our Afro-American population live), with little on their backs or in their brains, and with little or nothing in their pockets. Only English branches are taught in our four years' course of study ; the first is devoted to all day labor at fair wages and two hours evening classes throughout the year ; thus, skill and knowledge are acquired and funds provided for succeeding school terms.

In the last three years the Normal course students work two days each week and study four, making no less progress in lessons for the time devoted to labor.

From June 15th till October 1st, about half of the teachers and half of the students are absent, the latter to get profitable employment ; many Indians going

to the farmers of Massachusetts and Connecticut. The students who remain work to earn the means of paying for their education and improve in their trades. Vacations—rest from both labor and study—are unknown to the majority of our pupils while at school.

The aim of the Hampton Normal and Agricultural Institute is to train up teachers, examples and leaders of the Negro and Indian races of our country. Good teachers are urgently needed for the 20,000 colored public schools of the South, in which a majority of Hampton's 723 graduates are teaching. They report having taught since 1870, 129,475 children, and that 2,187 of their pupils have become teachers. The great majority of the preachers and teachers of the negroes to-day are blind leaders of the blind.

A special mission of this school is indicated by the fact that within a year it has sent trained mechanics and farmers to be instructors in industrial institutions for negroes in Alabama, Florida, Kentucky and Missouri, in response to an increasing demand for such teachers.

The record of Indian students brought up to date shows, that of the returned students now in the West, or pursuing studies or trades in the East, 79 are excellent, 151 good, 57 fair, while but 39 are poor and 10 bad. In other words, 85 per cent. are doing from fairly to excellently well.

The large majority of the students are regularly employed as teachers, school employes, catechists and missionaries, interpreters and clerks, carpenters, millers,

engineers, blacksmiths, farmers and herders. Quite a number have enlisted in the regular army.

For "Instantaneous Views" of most of Hampton's graduates, as well as of each of the Indians who have since 1870 been sent to the West, see "Twenty-two Years' Work of Hampton Institute," a book of about 400 pages, printed by students, to be issued shortly, price, \$1.00.

These nearly one thousand brief biographies answer in detail the question : "What becomes of those whom you educate and send to the South and West?"

The Hampton Institute asks for gifts of annual scholarships of seventy dollars and for funds for general purposes. It hopes for an endowment that shall provide permanent and reliable means of support.

Through our industrial system, the student needs no charity ; the institution, however, requires a large amount in gifts to make its work possible. The "mite" is always welcome.

Contributions may be sent to S. C. Armstrong, Principal, or to F. N. Gilman, Treasurer, Hampton, Va.



SCENE HAMPTON NORMAL AND AGRICULTURAL INSTITUTE.

Soldiers' Home in the distance.

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INVESTMENT COMMITTEE

Who control and invest all funds contributed for Permanent Endowment:

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The high standing of the trustees and investment committee speaks volumes for this institution. The \$10,000 given annually by the State of Virginia endorses

most fully the school and its management, and those who wish to reclaim the Indian and assist the Negro cannot find a more satisfactory method than by donating to this institution funds with which to carry on the good work.

As will be seen from the report, many branches of industry are taught. All are busy, and make up to a great extent the cost of board, tuition, etc. ; but there still remains a deficiency which has to be supplied by private assistance. Evidence of activity is seen on every hand. The constant buzz of the big saw-mill, with Indians and Negroes working side by side, the score of busy seamstresses deftly plying their needles, a printing press, which not only does the printing for the school, but much outside work also, harnessmaking, wheelwrighting, carpentering, etc., are proofs of the thorough training the student gets while here. It is industrial in every sense, and not neglectful of moral and social training. Miss Josephine Richards (in charge), referring to this, regarding the Indian, says :

“ To cultivate and refine the social tastes of the Indian, is no unimportant part of our work for them. The contrast between new pupils and old is, perhaps, nowhere more striking than here. The newly arrived maiden, bereft of the friendly shelter of her shawl, peers out from retired nooks in the big hall at Winona, or gazes down statuesquely from the landing of the stairway at the festivities below, when Saturday night brings over the braves for a social gathering, and if perchance, she has been invited by a friend to sit with him at a concert or other entertainment in Virginia Hall, she may need to be pushed forward almost by main force when

he appears to escort her up stairs. A half surreptitious interview in some shadowy corner may be quite to her liking; but to come forward with modest self-possession and quiet dignity, and bear her share in the entertainment of guests, whether white or Indian, seems utterly beyond her. It is done, however, and very gracefully, by our advanced girls. A similar contrast in bearing appears among the boys. On the one side we see the Senior or Middler, wearing his straps or chevrons as an officer of the Battalion, composedly offering his arm to a girl friend, and leading a long line of couples through an intricate march; or, when introduced to a distinguished visitor from abroad, answering questions courteously and intelligently. On the other is seen the raw recruit, stuck fast to the wall and looking hopelessly stolid and reserved when accosted by a stranger. This social training begins in the Indian dining room, where boys and girls sit together on opposite sides of the long tables. A new boy is apt to find the situation somewhat overwhelming; perhaps he is "too 'shamed" to eat, but, by degrees, he becomes wonted to his surroundings, until his *vis-a-vis*, who may be a bright little Normal School maiden, succeeds even in drawing forth his slender stock of English, and he takes his share in the merry talk of the table. Here, too, he learns the principle of waiting upon the girls first, and discovers if one is left standing he must be prompt in finding her a chair. Newcomers are silent as to their sensations, but it must be a revelation to some of them to note how readily the girls assume their part in the various literary and musical entertainments at Winona and elsewhere."

The writer interviewed a fourteen-year-old maiden of the Winnebago tribe, and learned that she had been under care of the Government four years, and when asked if she would like to return to her former state of wild freedom, gave a negative reply. She answered all questions in a very intelligent manner, seemed to

have an amiable disposition, and demonstrated most plainly by her refined manner that the four years' advantage of civilization had not been wasted in this case. This young miss was as modest and coy as a young girl who is just budding into womanhood can be.

In the building containing the library are Indian curiosities, souvenirs and many specimens of work done by the students of both sexes. In entering and to our left is seen a section of sacred soil from Jamestown, and showing the transformation from shell to loam. Ascending the stairs we notice crayons of Wm. Cullen Bryant, Longfellow, Oliver Wendell Holmes, Lowell, Sherman, Whittier and others. A cabinet of minerals is seen on the lower floor, and samples of the students' work in tin ware, carpentering, wheelwrighting, etc., while the upper is both library and museum.

EVERYTHING suggests thorough system and good results, the best evidence of which will be gotten by a visit to this place. The students are frank and unaffected in manner, are courteous and one sees a degree of intelligence and genuine enlightenment in them which will surprise those who are not familiar with the rapid strides they are making. The doors of this school are open to visitors, and an investigation of its affairs cordially invited.



RESIDENCE OF GENERAL S. C. ARMSTRONG,
Principal of Hampton Normal Institute.

Hampton.

NATIONAL SOLDIER'S HOME.

THIS beautiful resting place of the old Union soldier, is one of the most attractive places in this section of the state. Here they pass their remaining days in rest, and if they so will, in absolute idleness. Nothing that conduces to their comfort and pleasure is lacking at this soldier's rest, as will be witnessed by those who make an inspection of it. Places of amusement and instruction are provided for those who care to avail themselves of them, and even those who are industrious and desire real manual labor can be gratified by working on the adjoining farm, but the majority seem to prefer inaction to any form of work, and faces with stern, set expressions are seen on every hand. Evidently they are living in the past, and amid heavy clouds of tobacco smoke, the scenes of other days are probably lived over each day. There are a few who earn a little by the sale of souvenirs of their own make, such as walking canes, ships, images, etc., in narrow neck bottles. Some of them perhaps are out boating or bathing,

but the general impression created is that they "have nothing to do and nothing to do it with." Representatives of various nations are living here, and by the curious manner in which they gaze at you, one is made to feel something like an intruder, the great wonder is they never tire of staring at visitors considering the large number who come to this place daily. The main building fronts Hampton Roads, and was formerly "The Chesapeake Female College," but was after the war converted into its present use. The interior has been materially altered, and many of the smaller rooms have given place to spacious wards. This building is surmounted by a dome, and there are four tiers of delightful verandas. Its situation is most pleasant and all that could be desired for such a place, the climate is healthful and living here should give the soldier a new lease of life. Commanding a full view of Hampton Roads, and the ships that pass in and out; vessels of every description; large and small; pretty and curious; merchantmen and men o' war; ever varying; the delight of those whose instincts may be of a nautical nature. But who can tell the thoughts of the old soldier as he gazes out on this panorama! Have almost forgotten ties of perhaps a foreign country suddenly stirred him to tender recollections, and does he wish himself on board one of those great ships, bound for his native shore? What ever his thoughts, it is more than likely that he will never more see his native country, so he turns from this scene and finds much consolation for his longings in letters and newspapers from the land of his pleasant memories.

The grounds are beautifully laid off and nicely kept. There is a green house where visitors may get flowers (many of those seen at the Hygeia supplied from here) and skirting the water front a delightful promenade, with large urns of flowers and their fragrance to still further charm our senses. Close to the main building the visitor, if he so desires, may secure the services of one of the soldiers who will for whatever amount one chooses to give, facilitate matters and help you to see much easier than otherwise. He will probably first take you to the main building where, on entering we notice overhead the letters N. M. H. for D. V. S., which we will interpret into "National Military Home for Disabled Volunteer Soldiers." The guide will take you up in an elevator to the third floor where you will be shown one of the largest wards, which is but a sample of the others, then we mount one flight of stairs and find ourselves in lower part of dome, from here we can look out in every direction on the surrounding country and the scenery is truly refreshing. Looking one way you see Newport News with its big grain elevator, in another, to our right and almost at our feet the ancient and historic town of Hampton, a little nearer and almost on a line with Hampton is "The Normal and Agricultural Institute," with its training departments for Indians and Negros, industrial buildings, etc., of which the guide may tell you something, but for an adequate idea of this place we must visit it. Now looking Eastward we may plainly see Cape Henry and its two light houses which are sixteen and one-half miles (nautical) in a straight line. The lower one to the right is the older of

the two, and not used as a night beacon, but is left standing simply as a day mark. This is one of the oldest light houses in the country, and 1791 in large rough figures show that it is over a century old. The tower to the left is thirty-five feet higher, was constructed about twelve years ago, is entirely of iron, cost over seventy thousand dollars and is one of the best on the coast. Under ordinary circumstances it is visible from a ships deck twenty-five miles; it has been seen by some a distance of thirty-five and even forty miles. The bay that makes in just to the right of Cape Henry is Lynhaven, into which empties a creek by the same name; here in this creek we get the famous Lynhaven oysters. Looking to the left we may, if the atmosphere is perfectly clear, discern a dark strip of land pointing Southward, this is the Eastern shore of Virginia which terminates in a point called Cape Charles; here again a few miles North of this point is Cherry-stone with its also famous oysters. Mr. Wm. H. Kimberly, of Old Point Comfort, owns some of the most valuable beds, and frequently visiting this place, brings with him upon his return, specimens of these plump, excellent bivalves which he exhibits to his many friends with pardonable pride and satisfaction, discoursing of their merits in a genial and affable manner. These oysters are plump, slightly salt and delight the palate of the oyster lover.

From Capes Henry and Charles we involuntarily turn again to Hampton Roads, noble sheet of water, large enough to accommodate the navies of the world, thou hast given protection to thousands of storm tossed mariners who



SCENES AROUND SOLDIERS' HOME.

wearied by hours of anxiety and danger have been only too glad to evade the fury of the gale and glide peacefully into thy sheltering care. Just beyond Hampton Roads, South-Southeast of us and distant ten miles is the busy bustling city of Norfolk, but on account of an intervening point (Sewel's) our view of this place is obstructed. After from this elevation, having seen all the different objects of interest and being thoroughly refreshed by the cool breeze that is almost constantly circulating through the dome, we retrace our steps, going down one flight of stairs and stepping out on one of the delightfully cool verandas that extend the whole length of the building we can but imagine the Southern girl had for mental and physical developement one of the most suitable places in the country. There is very little more of interest to be seen in here, but we may pause on the first floor and peruse some of the many rules displayed for the inmates to read and profit by. Following are the principle ones.

A quarterly muster of pensioners will be held at the treasurer's office at nine o'clock A. M. on the second day of March, June, September and December. If a pensioner fails to answer to his name, his voucher will not be sent to the pension agent for the collection of his money unless he reports in person in the treasurer's office on the morning of the fifth day of the month.

Soldiers who are inmates of the Home will conduct themselves at all times in a quiet and soldierly manner, and observe strict courtesy toward their officers and in their intercourse with each other. They will discharge such duties under direction of non-commissioned officers as may be required.

Profanity and vulgarity are forbidden, and quarrels among the soldiers and employees will subject the offenders to punishment.

The use of intoxicating liquor is prohibited, and any one who brings it to this Home will be recommended for dishonorable discharge.

No smoking is allowed about the buildings except in the rooms designated for that purpose.

Scrupulous cleanliness in person and dress is enjoined; and no nuisances will be committed in or about the buildings.

Water, sweepings or refuse of any sort, will not be thrown from the windows or doors, but must be placed in proper receptacles for removal.

Marking on the walls or furniture or defacing the houses or property in any way, will subject the offender to punishment.

Spitting on the floors of the rooms, hallways, piazzas or chapel is strictly forbidden.

Soldiers will not leave the grounds of the home, nor enter the barns, stables, work-shops, kitchen, laundry or detached buildings without permission.

The wearing of citizen's clothing is prohibited; soldiers will appear at all times in their proper uniform, the money value of which if sold, lost or destroyed, will be charged to the offender, and such other punishment inflicted as may be deemed proper. For fatigue duty, a suitable dress will be provided, but every soldier must appear in uniform in the dining room.

Complaints of neglect or ill treatment will be made to the Commandant.

At Reveille each soldier will rise, wash and dress himself neatly, his clothing will be neatly brushed, boots cleaned and his quarters prepared for inspection.

A call will be sounded fifteen minutes before dinner and supper to allow time for preparation for those meals.

At all leisure hours the soldiers will be allowed free access to the reading and smoking rooms, where, however, the utmost decorum is enjoined.

At Tattoo soldiers will retire at once to their quarters, and at Taps all lights will be extinguished.

No soldier or employee other than the person assigned to such duty will at any time interfere or meddle with the furnaces, ranges, lights or water-works of the Home.

From the First of March to the Thirtieth of September, Reveille will be sounded at five-twenty o'clock A. M., Retreat at six o'clock P. M. From the First of October to the First of March, Reveille will be at six o'clock A. M. and Retreat at five o'clock P. M.

Dinner will be at twelve M. and Tattoo at nine o'clock P. M. the whole year. Taps half an hour after Tattoo.

Commandants of companies will report all absentees at Reveille and Taps.

There will be an inspection of quarters at eight o'clock A. M. each day, by

the Sergeant Major and Provost Sergeant who will report any neglect of cleanliness to the Commandant.

Repeated disregard of the rules of this institution will be followed by the expulsion of the offender.

Shaving five cents, hair cutting and shampooing each fifteen cents.

The foregoing are the fundamental rules of the Home, others are made from time to time as necessary, and the inmates evince a desire to keep posted in regard to any new proclamation. They are reminded that they are subject to The Articles of War, and it is to their interest to do so. Along with these rules is a card with the price of each article of clothing, which is as follows.

Caps,	\$.60	Shirts K. W.,	\$.75
Great Coats,	6.50	Drawers K. F.,60
Dress Coats,	6.00	Socks,25
Blouse,	3.00	Overalls,	1.00
Vest,	2.00	Drawers R. F.	1.50
Trousers,	3.00	Pouchos,	1.00
Shoes,	2.00	Shirts R. F.,	1.50
Boots,	3.00	Shirts D. F.,	1.00
Slippers,	80	Suspenders25

There are on the roll about four thousand, but only two thousand seven hundred present, the others are away on furlough or working at various occupa-

tions in and about Hampton. There are forty-six colored pensioners whose quarters are in the rear of the others. The average death rate is about twelve each month.

We can realize that it takes something to provision this army, but to get a proper conception of what is consumed we must go with them to the immense dining room. A call is sounded fifteen minutes before meal time and then the hustling begins. The dining room is one hundred by one hundred and twenty feet, contains twenty-two tables, each seating forty-eight, and three waiters to a table. Now as two thousand seven hundred are here, we will see that a little more than one third can be seated at one time. There is a daily consumption of two hundred pounds of sugar and eight barrels of flour, for breakfast eight hundred pounds of meat, for dinner, one thousand two hundred pounds of meat, seven barrels of potatoes, about the same of turnips, besides smaller dishes. The meat is cut into seven and eight pound roasts and cooked by steam, a row of ovens very much resembling large kettles are provided for this purpose, the steam is admitted into them through perforations in the bottom and does its work in about two hours and a half; the meat is then thoroughly done, is quite dry, so there is no rich gravy to interfere with digestion. By this process there is great shrinkage, much of the nutritive qualities of the meat is extracted, draining off through pipes to be used I suppose for the sick. Potatoes, turnips and other vegetables are cooked in the same manner. Before leaving the culinary department we should look at the

large copper coffee boilers; there are four of them, each holding one hundred gallons, and are used alternately for tea and coffee. We will now leave the soldier to the enjoyment of his wholesome repast and take a peep into the library, passing on our way the boiler house which furnishes steam and heat for the different buildings; a chimney one hundred and fifty feet high attracts us to this place and the guide will tell you it is called the "gattling gun" on account of its resemblance to that instrument of warfare, but as most chimneys are more or less on that order I do not see the necessity of attributing to this one any special importance. Finding ourselves at the door of the library we enter, running the long gauntlet of readers on each side, and notice suspended on either hand paintings and steel engravings. Directly in front of us placed in the most conspicuous position is an oil painting of General McClellan. The librarian will inform you that they receive about sixty different kinds of newspapers daily, most of them English and American, but some German and one or two Swedish. It seems that all should be satisfied with this liberal supply of literature. Here the Germans and others reading of old associations may live them over again. This library was once an amusement hall. Here and there, even in winter we see tents scattered about the grounds, particularly in the rear of the Home, and one might wonder why they are camping out; the fact is they have been taxed to their utmost to accommodate the large number of pensioners, and every available building has been converted into dormitories; a bowling alley being sacrificed for that purpose, and



RESIDENCE OF GOVERNOR P. T. WOODFIN, NATIONAL SOLDIERS' HOME, HAMPTON, VA.

they are at last forced to camp out. The soldiers now have left a billiard room and a theatre; the latter the donation of Mr. Horatio Ward, of London, England, and a most generous and handsome gift. Its present capacity is twelve hundred but extensive alterations are being made and when finished will accommodate fifteen hundred.

The house of Governor P. T. Woodfin who is in charge here is pleasantly situated near the water and close to the conservatory. In the Eastern part of the grounds is the hospital, with capacity for five hundred, nicely arranged for its purpose, and it is safe to say, that while in here the invalid soldier lacks nothing in the way of comforts and careful nursing.

Not far from Soldiers' Home and in the direction of Old Point Comfort is a handsome red brick house which is the residence of Mrs. Phoebus, widow of Mr. Harrison Phoebus, former proprietor of the "Hygeia," who died several years ago, lamented by many who were acquainted with his sterling qualities. Mr. Phoebus by his success in the hotel business has been of the greatest benefit to people of the surrounding country; the large hotel sending up prices for the farmers; fishermen realize good prices for their catches, while hundreds of artisans find employment about the immense hotel which is constantly having added to it improvements of some nature, undergoing remodeling etc. Mr. Phoebus gave the ball that is now rolling such a vigorous push that the whole country for miles has been benefitted either directly or indirectly by his restless energy. He

was a man with a big head (and heart), original, thoroughly practical and truly a self-made man, for when Mr. Phoebus first came to Old Point he was comparatively poor, but he succeeded in amassing a fortune, and at his death left his widow and children handsomely provided for; the beautiful residence already alluded to cost, including furniture, sixty-five thousand dollars, and at her husband's death was taken as a part of her portion of his estate.

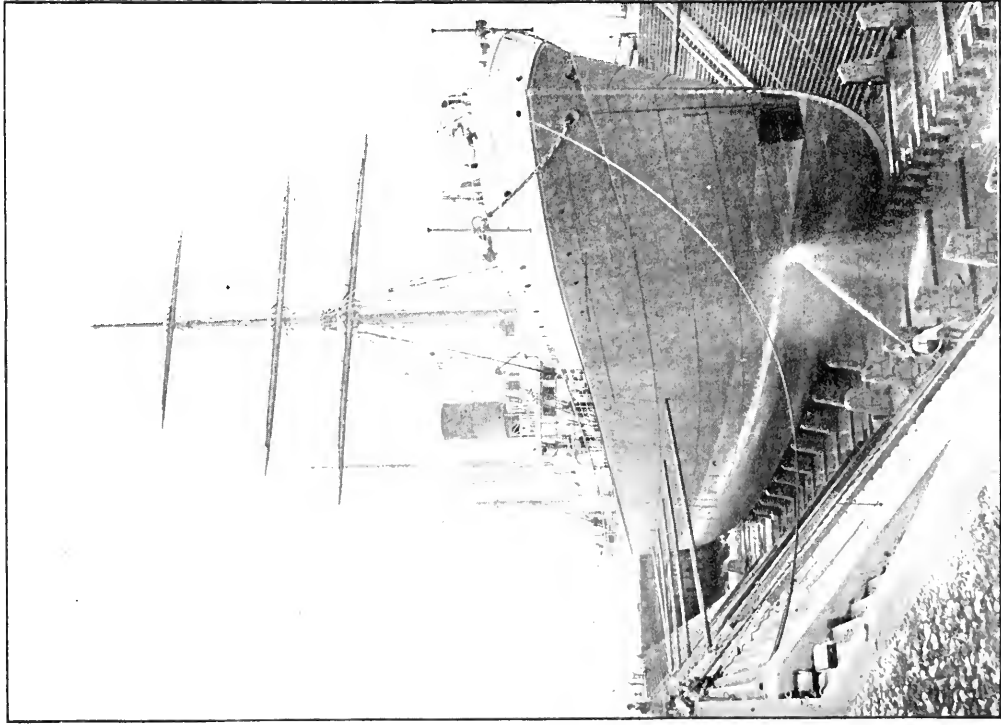
Newport News.

TWELVE years ago this was a lonely farming district with no sign of a town, nor vestage of shipping. About that time it was made the terminus of the Chesapeake and Ohio Rail Road. Docks were built, land companies formed, an immense and elegant hotel constructed, other industries set on foot, and in two years time it was changed from its former dormant, unimportant condition to a town of two thousand inhabitants, and has so prospered that now it is a bustling, busy little city, claiming a population of six thousand souls, and scarcely an idle person to be seen.

There is not much of the curious here, no old colonial buildings built of brick made in England, no old Episcopal churches with storm battered sides that have stood for centuries, no curious monuments to those of a dozen generations back. Not much of this immediately at Newport News, but it is situated at the mouth of the most historic river in this hemisphere. From the observatory of the Warwick hotel we can single out No. 1 pier, which is to our left and furthest

from us. Just off the face of this pier, a little to the left, and not more than three or four hundred yards from it is where the Cumberland with her human cargo went down. She was so close in shore that many who survived did so by swimming to the beach. Now looking to our right and almost in front of pier No. 3, lie the bones of the Florida.

Here from this elevation we can in thought become a member of the party of bold explorers as they with their curious ships and happy satisfied faces sailed up this beautiful river, looking to right and left in admiration of their new found world. How like a paradise it must have seemed to them after their long voyage, days and nights of buffeting by the waves, hours of anxiety and doubt. In fancy we can follow them in all their varied fortunes, the vicissitudes of colonial life, and then bring ourselves back to our realistic surroundings. It is not at all improbable that the bold pioneer John Smith, predicted for this place a future prosperity such as it is now having. And while for the lover of the curious there is not much to see, there is for the capitalist, business men and workmen, advantages of an unusual nature. Its nearness to the sea, deep water channel, and already assured prosperity are inducements to thousands to come. Real estate is in a healthy condition and those who own lots decline to sell without a good premium. There is an immense elevator with capacity for one and a half million bushels, which is fifteen good size cargoes. There are eight land companies of which the "Old Dominion" is the principle; building and loan associations,



STEAMSHIP SAN BENITO IN THE SIMPSON DRY DOCK.
NEWPORT NEWS, VA.

three banks, passenger steamers and the fine ships of the Merchant and Miners' Transportation Company, also the elegant steamers of the Old Dominion line; and others trading inland ply here regularly. Much building is going on, contractors have all they can attend to sometimes, and stores of every description are doing a thriving business. A ferry service between here, Norfolk, Old Point Comfort and Willoughby's Spit will soon make intercourse between these places even more perfect than it is. A new merchandise pier at a cost of three hundred thousand dollars and a handsome passenger depot costing one hundred thousand dollars have been contracted for and are to be built this year. A lumber pier and other improvements will soon be made. There is an abundant supply of the purest water, and the Newport News Light and Water Company, with a capital of one million dollars, has been formed for its proper distribution. Already they have begun work which involves the laying of fourteen miles of eighteen inch water main. The large merchandise piers are almost constantly lined with large ocean steamships, which carry immense cargoes of cotton, grain, flour, lumber, etc. The figures below show one busy months work.

For the month of January, 1892. Foreign exports.

Flour,	\$966,849	Lumber,	\$23,662
Grain,	365,363	Tobacco,	40,399
Cotton,	188,896	Tallow,	14,043
Flax Seed,	96,000	Dried Apples,	14,173
Staves,	63,692	Stearine,	10,487
Cattle,	47,140	Glucose,	4,032
Lard,	66,320	Oat Meal,	6,286
Clover,	8,818		\$1,916,160

With smaller exports, such as pork, grass seed, jute bags, etc., furnishing a grand total of over two million dollars. An immense business is done in coal and besides the shipment of it from this point the company furnishes many cities along its route with large quantities.

The Newport News Ship Building and Dry Dock Company have their mammoth plant located one mile from the Newport News docks, and with their improved machinery and big dry dock are prepared to construct vessels of any size, two ships, each four thousand tons (net) being at this writing nearly ready for launching. An inspection of the extraordinary facilities will reward any one for a visit there. The machine shops and other buildings are provided with machinery

of the latest pattern. The immense Simpson dry dock has been most satisfactorily patronized. Its dimensions are as follows.

Length on top,	600 ft.	Width on bottom,	50 ft.
Width on top,	130 "	Width at entrance,	93 "
Draught of water,	25 "		

Time required for pumping out dock one hour and a half. For the benefit of those who may be interested, I give the dimensions of the principle buildings of this plant. The yard contains sixty acres and has a water front of over one third of a mile.

Offices,	40 x 200 ft.	Pipe fitters' shop,	50 x 208 ft.
Pattern and joiner shops,	60 x 300 "	Power house,	40 x 130 "
Machine shop,	100 x 300 "	Paint shops,	50 x 160 "
Boiler shop,	100 x 300 "	Time keepers house,	50 x 40 "
Blacksmith shop,	100 x 300 "	Lumber shed,	40 x 300 "
Bending shed,	60 x 127 "	Pump house,	43 x 60 "
Ship fitter's shop,	60 x 320 "	Stable,	40 x 600 "
Ship blacksmith shop,	120 x 208 "	Fitting up shops,	50 x 175 "

DIMENSION OF PIERS.

No. 1,	50 x 900 ft.	No. 4,	60 x 550 ft.
" 2,	60 x 350 "	Outfitting Basin,	900 x 500 "
" 3,	80 x 350 "		

DIMENSIONS OF SHIP WAYS.

Nos. 1 and 2,	400 ft.	Nos. 5, 6, 7, 8, each	500 ft.
“ 3 “ 4,	450 “		

The enormous capital that has been laid out in these facilities shows that this company has come to stay, and that they have the utmost confidence in the future of Newport News.

ACCOMMODATIONS FOR 1000 GUESTS

New Atlantic Hotel.

NORFOLK, VA.

R. S. DODSON
PROPRIETOR

R. A. DODSON
MANAGER.



LIBERAL ARRANGEMENTS MADE WITH
FAMILIES AND PARTIES BY THE
WEEK OR MONTH

Three Iron Fire Escapes.

Five Stairways.

Especial attention of Tourists

and Invalids is called to the

Fine Climate of Norfolk.

Electric Lights throughout
the Hotel. Electric Bells,
Elevators, Hot and
Cold Baths.



SHERWOOD



GEO. BOOKER, Owner and Proprietor.

Fortress Monroe, Va.

THE SHERWOOD is a New Building, heated by Steam or Grate Fire, Hot and Cold Baths, Electric Bells, Steam Laundry, etc. Is situated in the centre of the Reservation, directly opposite the Main Entrance to Fortress Monroe. Two minutes walk from the Hygeia and new Chamberlain Hotels. Convenient to Steamship Piers and Depot.

Terms, \$2.00 to \$5.00 per Day.

Send for Descriptive Catalogue.

PLACES OF INTEREST AROUND OLD POINT COMFORT.

NATIONAL SOLDIERS' HOME,
OLD ST. JOHN'S CHURCH,

HAMPTON.

NEWPORT NEWS,

WILLIAMSBURG,
INDIAN TRAINING SCHOOL,

PORTSMOUTH,

VIRGINIA BEACH,

OCEAN VIEW,
NORMAL SCHOOL,

NORFOLK,

GOSPORT NAVY YARD.

YORKTOWN,
JAMESTOWN ISLAND,

FIRST SETTLEMENT.

Unsurpassed for a Quiet and Healthy Resort.

OPEN THE YEAR ROUND.

F. DeLACY, Proprietor.

Parkside Inn Hotel.

Rates—\$2 to \$3 per Day.
Reduced Rates by the Week.

CANADIAN SIDE.

NIAGARA FALLS.

THE Hotel is beautifully situated on the rising ground just opposite the Park, and from its spacious verandahs commands a magnificent view of the Falls.

COMMODIOUS Dining Room supplied with seasonable delicacies; large verandahs which command a fine view, and airy bedrooms make the Parkside a popular resort for tourists.

ARLINGTON HOTEL,

N. E. FORWARD,

Lessee and Manager.

Batesville, Arkansas.



EUROPEAN AND AMERICAN PLAN.

AMPLE SAMPLE ROOMS.

ELECTRIC BELLS AND MODERN IMPROVEMENTS.

CENTRALLY LOCATED.



STREET CARS AND BUSSES TO ALL TRAINS.



Formerly with—

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LEGRAND HOTEL, Ft. Smith, Ark.



BRIGHT . . VIEW . . HOUSE

This new and elegant house is just open for the reception of guests. It is beautifully located on the water, affording unexcelled facilities for boating, bathing and fishing, and is surrounded by handsome grounds, and commands a full view of Fort Monroe and Old Point Comfort, Va.

For the pleasure-seeker or invalid, this house has no superior in this latitude. The location is remarkable for its health. The rooms are large and well ventilated, and the cuisine is unsurpassed. Electric lights.

It is within five minutes drive, over a perfect shell road, of the FORT and the HYGEIA HOTEL, and but a short distance from the HAMPTON INSTITUTE and the SOLDIERS HOME. Electric Cars between Hampton and Old Point, pass every twenty minutes.

WAGONETTES MEET ALL BOATS AND TRAINS.

For further information address,

C. E. WELCH, PROPRIETOR,

FORT MONROE, VA.

AMERICAN AND EUROPEAN PLAN.



THE ST. JAMES

NORFOLK, VA.

*J. A. KENNEDY,
Proprietor.*

SITUATED in the centre of business.
Elegantly furnished and first-class
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The } Hotel Warwick,

Newport News, Va.

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